

The Hongkong Telegraph.

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TUESDAY, AUGUST 25, 1903.

二拜禮

號五廿月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO, KOBE,
NAGASAKI, LONDON,
LYONS, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUN,
Manager.

Hongkong, 11th March, 1903.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,000,000
SILVER RESERVE \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.
E. GOETS, Esq., H. W. SLADE, Esq.
C. MICHAEL, Esq., C. A. TOMES, Esq.
H. SCHUBERT, Esq., E. S. WHEELER, Esq.
E. SHELLIM, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
SHANGHAI—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Accounts at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,375

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. J. Scott Harston, Esq.
Chow Tung Shing, Esq., J. J. Lait, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903.

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. SUTER,
Sub-Manager.

Hongkong, 23rd July, 1902.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARKS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VEAUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED:
On Current Accounts at 2 per cent. per annum.
On Fixed Deposits:
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 4 per cent. per annum.

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, U.S. Gold \$4,000,000
Surplus (Reserve) Gold \$4,000,000
Total U.S. Gold \$8,000,000

Capital and Surplus authorized, Gold \$10,000,000
= £2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issues Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Accounts at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 26th May, 1903.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN,
PEKING.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH
Advances made on approved securities
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 1/2 per cent. per annum Fixed Deposits for 3 months.
4 per cent. per annum Fixed Deposits for 6 months.
5 per cent. per annum Fixed Deposits for 12 months.

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
For 6 months, 3 per cent.
For 3 months, 2 1/2 per cent.

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	NANKIN (Calling at Penang if sufficient inducement offers)	About 28th August	Freight only.
SHANGHAI	BALLARAT (F. R. Summers)	About 28th August	Freight and Passage.
LONDON, &c.	VALETTA (W. B. Palmer, R.N.R.)	Noon, 29th August	See Special Advertisements.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	BORNEO (D. C. Gregor, R.N.R.)	About 4th September	Freight and Passage.
(Passing through the Indian Sea) LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA (W. Hayward, R.N.R.)	About 18th September	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORT;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*KIAUTSCHOU	WEDNESDAY, 2nd September.
*BAYERN	THURSDAY, 17th September.
*ZIETEN	WEDNESDAY, 30th September.
*SEYDLITZ	WEDNESDAY, 14th October.
*ROON	WEDNESDAY, 28th October.
*PREUSSEN	WEDNESDAY, 11th November.
*HAMBURG	WEDNESDAY, 25th November.
*PRINZ HEINRICH	WEDNESDAY, 9th December.
*KONIG ALBERT	WEDNESDAY, 23rd December.
*KIAUTSCHOU	WEDNESDAY, 6th January, 1904.
*SACHSEN	WEDNESDAY, 20th January, 1904.
*BAYERN	WEDNESDAY, 3rd February, 1904.
*SEYDLITZ	WEDNESDAY, 17th February, 1904.
*ROON	WEDNESDAY, 3rd March, 1904.

ON WEDNESDAY, the 2nd day of Sept., 1903, at Noon, the Steamship, "KIAUTSCHOU,"
of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAILS, PASSENGERS,
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and
GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st August, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 1st September, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 1st September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.
AGENTS.

Hongkong, 22nd August, 1903.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED
A NEW SHIPMENT OF
THIN
\$3.50 each
TROPICAL
\$3.50 each
BLANKETS.

A Necessity and a Luxury for the Summer.

LANE, CRAWFORD & CO.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in
close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL.)

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT
commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to
the COOL SOUTHERLY BREEZES in Summer.
The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-
SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN
supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and
comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and
EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.
A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor and Manager.

6410

Intimations.

"I hear they want more"



Bovril—
the food-
beverage.

BOVRIL is food and
drink combined. It
is not only a delight-
ful beverage, but a
valuable nourisher and
energiser as well.

Cooks
find that BOVRIL
doubles the value of
soups, gravies, hashes,
made dishes, &c.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimoda, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannouri,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals;
N. INUZUKA, Manager, Hongkong.

H. PRICE & CO., WINE MERCHANTS, 12 QUEEN'S ROAD CENTRAL.


Picnic parties furnished with wines, etc., at
a moment's notice.

Contracts made on special terms with
Caterers, Committees, Messes and Captains of
Steamers. All Wines, Spirits and Beers supplied
are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903.

GIN S.



NOLET'S GENEVA,
BOL'S SUPERIOR GENEVA,
HULSTKAMP'S GENEVA,
JAS. COUTT'S SUPERIOR OLD TOM,
Do. Do. DRY GIN,
BOORD'S OLD TOM,
BOOTH'S No. 1 OLD TOM,
PLYMOUTH GIN (COATES & CO.).

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 12th August, 1903.

OCCIDENTAL HOTEL (ELGIN ROAD, KOWLOON.)

Code Address: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.
TERMS.—\$4.00 to \$7.00 per day. \$75 to \$100 per month.

Hongkong, 22nd August, 1903.

JAS. D. M. CAMERON,
Manager.

MARLBOROUGH HOUSE.

31, 33, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the
Day or Month.

Telegraphic Address: "MARLBOROUGH"

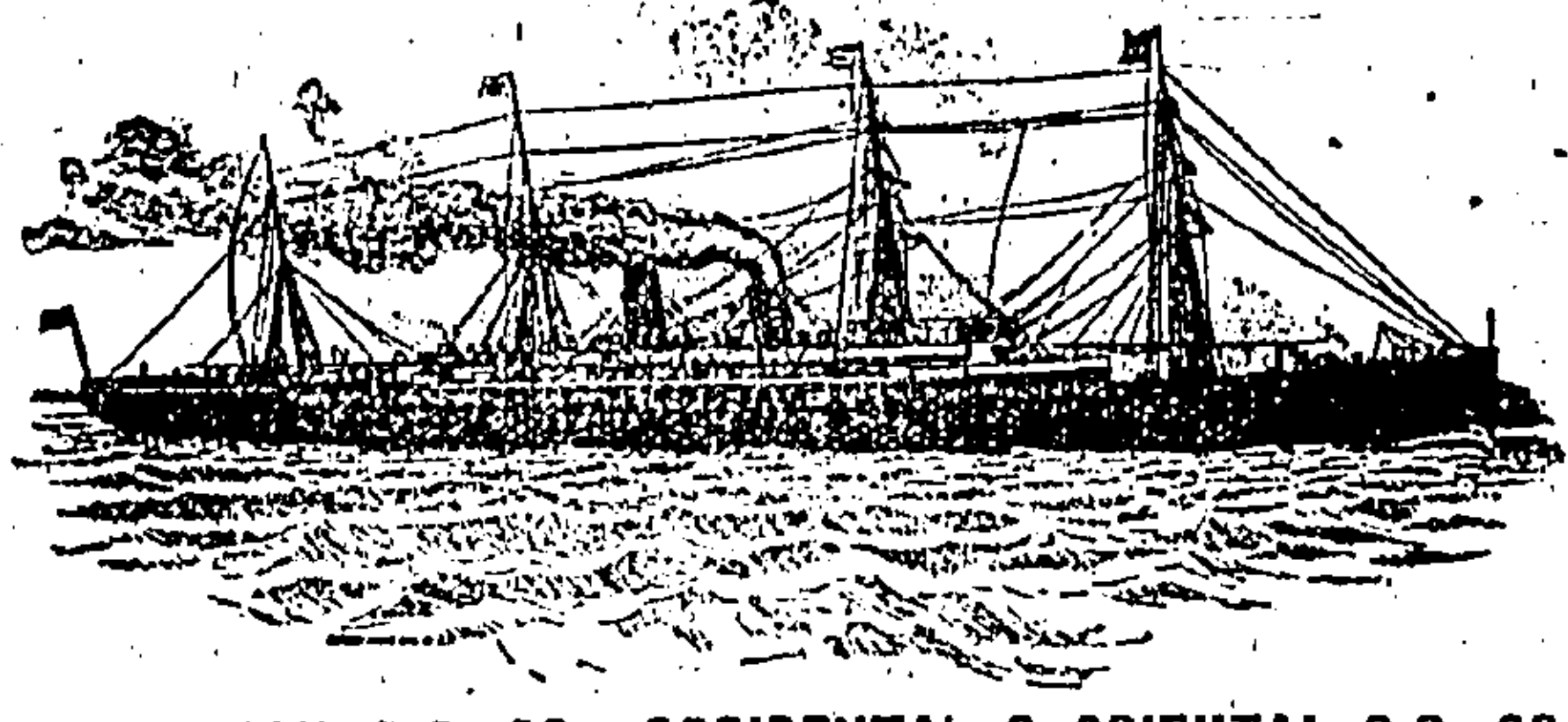
Telephone: No. 580.

Shanghai, 6th June, 1903.

Mrs. NAZER.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	TUESDAY, 1st September, at Noon.
"NIPPON MARU".....	TUESDAY, 8th September, at Noon.
"SIBERIA".....	WEDNESDAY, 16th September, at Noon.
"AMERICA MARU".....	SATURDAY, 26th September, at Noon.
"KOREA".....	TUESDAY, 13th October, at Noon.
"GABLO".....	TUESDAY, 20th October, at Noon.
"HONGKONG MARU".....	WEDNESDAY, 28th October, at Noon.
"CHINA".....	FRIDAY, 6th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials posted in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd August, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 26th August.
"EMPRESS OF JAPAN".....	6,000.....	WEDNESDAY, 23rd September.
"TARTAR".....	4,425.....	WEDNESDAY, 7th October.
"EMPRESS OF CHINA".....	6,000.....	WEDNESDAY, 21st October.
"ATHENIAN".....	3,882.....	WEDNESDAY, 4th November.
"EMPRESS OF INDIA".....	6,000.....	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN".....	6,000.....	WEDNESDAY, 16th December.
"TARTAR".....	4,425.....	WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASSGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA.....	HAVRE, ANTWERP, and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th August. Freight.
KONIGSBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	13th Sept. Freight and Passengers.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	23rd Sept. Freight.
ABESSINIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	6th October. Freight.
BRISGAVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	20th October. Freight.
SAXONIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	3rd Nov. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 22nd August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN".....	2,361 tons.....	Captain H. D. Jones.
"POWAN".....	2,338.....	G. F. Morrison, R.N.R.
"FATSUN".....	2,360.....	A. J. N. D.
"HAKKOW".....	3,473.....	C. V. D. J.
"KINSHAN".....	2,860.....	J. J. L. D.

Departures from HONGKONG to CANTON daily at 4.00 P.M. and to A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday from Macao to Hongkong daily at about 7.30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	2,191 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING".....	563 tons.....	Captain R. D. Thomas.
"SAINAM".....	538.....	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 4th August, 1903.

1357c

Antimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, 100 HOUSE STREET,
Between Queen's Road and Des Vaux Road.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57
Varieties



HEINZ



of good things
for
the table.

Do you know

that HEINZ SWEET PICKLES are known
throughout the world for their delicate aromatic
flavor and distinctive virtues?

THE MUTUAL STORES,
25, Des Vaux Road Central.

Hongkong, 29th June, 1903.

1553c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,
VIENNA.

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INTERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Antimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 85 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 975 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair-work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE

KOWLOON HOTEL,

FRANK F. JEWELL,
Manager.

KOWLOON.

J. W. OSBORNE,
Proprietor.

SOCIETY FOR THE PREVENTION OF
CRUELTY TO ANIMALS.

A PUBLIC MEETING to inaugurate the
Society will be held in the ST. ANDREW'S
HALL, CITY HALL, on FRIDAY next, the
28th instant, at 5 o'clock P.M.

His Excellency the Governor will preside.

All Persons are cordially invited to attend.

MOWBRAY S. NORTHCOLE,
Honorary Secretary.

Hongkong, 21st August, 1903. [1000c]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-
ORDINARY GENERAL MEETING of

HUMPHREYS ESTATE AND FINANCE CO.,
LIMITED, will be held at the COMPANY'S

OFFICES, Nos. 38 and 40, Queen's Road Central,
Victoria, Hongkong, on SATURDAY, the

31st day of October, 1903, at NOON, when the
SUBJOINED RESOLUTIONS will be pro-

posed, viz:—

1. "That the Capital of the Company

"be increased from \$1,000,000 (divided

"into 100,000 shares of \$10. each) to

"\$1,500,000 (divided into 150,000 shares

"of \$10 each) by the creation of 50,000

"new shares of \$10 each to be offered and

"if accepted to be allotted to the present

"shareholders of the Company at par in

"the ratio and proportion of one new

"share for every two old shares in the

"Company held by the respective share-

"holders thereof, the amount payable on

"each of such new shares respectively to

"be paid at such time or times and in such

"manner as the Company by its General

"Managers may hereafter determine."

2. "That Article No. 82 of the Articles

"of Association of the Company be can-

"celled; and the following Article sub-

"stituted therefor:—

"The remuneration of the General

"Managers shall be \$4,000 per annum

"(which shall cover office rent but

"not salaries of Secretary and other

"employees) and a commission of 5

"per cent. of the net profits of the

"Company for each year that such

"profits amount to 7 per cent. of the

"Capital of the Company."

Should the above Resolutions be duly passed

they will be submitted for confirmation as

SPECIAL RESOLUTIONS to a SECOND

EXTRAORDINARY GENERAL MEET-

ING which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,

General Managers.

931c]

NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO

JAPAN AND BACK.

THE NIPPON YUSEN KAISHA are

prepared during the months of JULY

and AUGUST to issue First Class Return

Tickets from Hongkong to Yokohama and

Back for the Round Fare of Yen 98 payable in

Local Currency. Return Tickets are avail-

able for return up to the 31st October, 1903.

Stop-over Privileges allowed at any way

port, and between Meiji and Kobe passengers

have the Option of travelling by the Sanyo

Railway.

For information as to Sailings, Steamers,

&c., apply at the Company's Local Offices in

Prince's Buildings, First Floor, Chater Road.

T. S. TAKAYANAGI,
Acting Manager.

Hongkong, 27th July, 1903. [896c]

THE REFORM OF CHINA.

THE ROLE OF THE STRAITS CHINESE.

There was a good attendance at the Chinese Recreation Club, Singapore, when Dr. Lim Boon Keng gave a lecture on the position of the Straits Chinese with regard to the development of China.

Mr. Song Ong Siang presided.

The lecturer began by reviewing the peculiarities of Chinese civilisation, showing how even in the beginning its contact with foreign nations had been very unfortunate for China, meaning as it did conquest and the destruction of books, the retarding of art and literature, and the upsetting of the taxing machinery of the Empire, otherwise Chinese culture would have been able to have developed of itself. For this reason suspicion of the Foreigner had been bred in China from the start. Coming down to more recent times, the commencement of more intimate relations between East and West was again unfortunate, as a series of misunderstandings led to such happenings as the opium war, and yet further misunderstanding was caused by the indiscretions of missions and the scramble for all sorts of concessions. Thus a long series of events, not necessarily striking in themselves at the time, led in the end to the definite establishment of a decided anti-foreign feeling. There followed a period when a reform movement commenced amongst the officials themselves, the chief figures on the platform being Tso Tsung Tang and Li Hung Chang. Great schemes were formulated for Army and Navy reform, arsenals were built and millions of money expended on forts and military and naval works. But in the midst of all the glamour of this outward show, the people failed to recognize that the mainspring of any reform in China had not been touched, for nothing had been done to improve the financial system.

It was not seen, or else it was overlooked, that the administration of these departments of military action was as corrupt and ineffective as it was in civil affairs; and the hollowness of the reform movement was only shown clearly when the Japanese war found China at the mercy of her island enemy. After the peace preliminaries had been settled China once again fell back into her old ways, though not entirely so, because a new kind of reform movement sprang up, deriving its origin this time not from official sources or from those in office, but from amongst the Literati generally. The Emperor himself became deeply interested, and as the ideas grew in favour, a feeling spread amongst the true friends of China that at last the expectation of the accomplishment of real reforms was justified. But the movement commenced to die out, and after it had disappeared there set in the inevitable reaction ending in the Boxer rebellion, which seemed to sweep away once and for all the good work which had been done. Thus it would appear that the cause of reform was now in a worse plight than ever, but in taking a broad view of the whole matter, its uprisings and downfalls, a careful observer could not fail to note that China had, perhaps unknown to herself and probably unobserved by outsiders, taken a very distinct move forwards on the curve of progress, and whilst there had been reactions and false claims of reform, the very extent and depth of these reactions indicated how deeply the reform feeling had spread into the life of the thinking people; and all history teaches that no movement has succeeded without passing through struggles. Now the progress which had thus been started required to extend it a new personnel in the life of China, and that personnel must consist of those who had experienced the ways of foreign countries. It required a set of men capable of fitting on to the latent undeveloped Eastern ideas, the ways of the extreme West. There were many Chinese in the Treaty Ports who were well qualified to do this, but he thought that the Straits Chinese were particularly qualified for the work. If they cared to put themselves in condition to do so, there was the very widest scope for their work in China. There were openings there well suited alike for either rich or poor, and the field for business was unlimited. But those who looked forward to exploiting this field, must have the good qualities and business knowledge of Europe, together with the recognition that they were Chinese and were prepared to be Chinese. There had been Straits Chinese in China already, who had done well, such men as Mr. Ku Hung Ming, perhaps the most learned of the Straits Chinese, who had recently been offered the Principalship of the Peking University, but who had felt obliged to refuse it. In their endeavours to fit themselves for the task of helping to raise China from her present position, they must take advantage of every opportunity afforded in Singapore of acquiring European knowledge and of becoming acquainted with the methods of carrying on European industries. There must be thoroughness in all their work, there were even now many men in China in the modern schools who were qualifying, and the days when as twenty or thirty years ago a smattering of English was sufficient, had passed. Such knowledge was useless now. In the Treaty ports and even in other towns and places in China there were many Chinese who understood foreign languages well, therefore it was useless having a mere superficial knowledge of English or other languages. But if they were prepared to go to work thoroughly, they might look upon China as a land well worthy of their exploitation, a land where their abilities would find ample scope and good reward. Work there could find them money, position and other things if they fitted themselves for the task. The Japanese had already recognized this, and what the Japanese could do, he was certain the Straits-born Chinese could do better, where it concerned China. He did not wish them to think that there were no risks in the case. There were difficulties, but they were only difficulties which could be overcome, and which when overcome would

be amply repaid. The Straits Settlements imported all sorts of skilled labour, let them learn to be able to do that sort of labour and they would find themselves fit to do the work required of them in China. They had in the Settlements the men and the money. He hoped that the men would come forward liberally with the money so that they could establish proper technical schools and other agencies which would prepare their young men for the great work they might accomplish in China. He was certain they would receive the encouragement of the Government here, and the general support of the European community. There were many Chinese in America and Europe whose general knowledge and ability surpassed that of the ordinary Straits Chinese, and they were much more numerous; but there was no reason why this position should continue. Finally there was evidence that the official class was slowly coming to look on reform with more favour, but the part the Straits could play in the development and reform of China was very great, and they must remember that China was of such enormous extent that she needed and could absorb all they could send her. —S. F. Press.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from BRUCE SHEPHERD, Esq., I.S.O., to sell by PUBLIC AUCTION, on SATURDAY, the 29th August, 1903, at 2.30 P.M., within his residence, "HAYTOR," 24, PLANTATION ROAD, PEAK, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, therein contained, comprising:—TEAKWOOD CABINETS, SIDEBOARD with BEVELLED GLASS, DINNER WAGON, TEAKWOOD DRESSING TABLES with BEVELLED GLASS, HAT-STAND, DOUBLE IRON BEDS with WIRE MATTRESSES, CROCKERY and GLASS WARE, PICTURES, CHAIRS, &c., &c. N.B.—Attention is drawn to several pieces of this Furniture, viz.:—Two Cabinets, Sideboard, Dinner Wagon, Two Dressing Tables, Hatstand, &c., as they were recently manufactured to the Vendor's order in Teakwood from specially selected designs and are practically new.

TERMS.—As usual.

HUGHES & HUGH, Auctioneers. Hongkong, 24th August, 1903. [1029c]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at North Point, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			M.	S.	K.	W.			
	Marine Lot No. 531.		ft.	ft.	ft.	ft.	£	£	
1		North Point.	80	80	200	200	16,000	220	8,000
Hongkong, 24th August, 1903.								[1026E	

Hongkong, 24th August, 1903. [1026c]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of August, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, near Tokawan, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
			feet	feet	feet	feet		Rs	Rs
1	Kowloon Inland Lot No. 1190.	Tokawan.	52	14	213-7-387-9	223-0-208-0	44,000	252	5,600

Hongkong, 24th August, 1903. [1027c]

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For invalids, professional men, teachers, students, etc., and in debility, seminal losses, dyspepsia of nervous origin and insomnia. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12% per Share for the Six Months ending 30th June, 1903, declared at Monday's Ordinary Half Yearly Meeting, will be PAYABLE at the Premises of THE HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 25th August, and Shareholders are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 24th August, 1903. [1034c]



GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUNPRACTICE at a target will be carried out from Stonecutters' Island on September 2nd, 1903, commencing at about 7 A.M. and ending at about 9 A.M. if the range is clear.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 24th August, 1903. [1028c]

NOTICE TO MARINERS.

No. 174 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL, ENTRANCE TO THE YANGTZE.

INTENDED CHANGE in the POSITION of the KIUTOAN LIGHT-VESSEL AND THE LIGHTING OF THE FAIRY WRECK.

NOTICE is hereby given that, in consequence of the extension to the southward of the Middle Ground, the Kiutoan Light-vessel will be shifted on or about the 15th September next, to a position one mile N. 65° 30' W. of her present station. And, that the Fairy Wreck unlighted Buoy, will be replaced by a Gas-lighted Bell Buoy, with a conical superstructure, painted Green, bearing the word WRECK in white letters, and showing an occulting White light every 6 seconds, thus: Light 4 seconds, Eclipse 2 seconds.

NOTE.—The bearing of the Kiutoan Light-vessel from the "Tungsha" will be N. 62° 55' W. as against N. 62° 27' W.; and the Fairy Wreck, marked by a Gas-lighted Bell Buoy, will lie in a direct line between the two light-vessels, on which line the best water over the flats is to be found.

The bearing of the S.E. Knoll Gas-lighted Buoy from the Kiutoan Light-vessel's new position will be N. 36° 00' W.

DIRECTIONS.—Vessels should still pass to the northward of the Kiutoan Light-vessel. Those inward bound hauling up N. 36° 00' W. for the S.E. Knoll Buoy as soon as they have passed her.

Further information can be obtained at the Coast Inspector's Office.

All bearings given are magnetic.

T. J. ELDRIDGE, Acting Deputy Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 17th August, 1903. [1030c]



N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

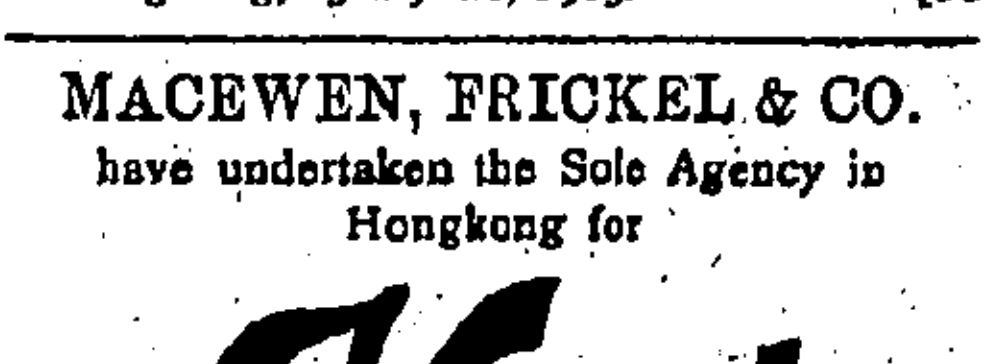
Consulting Room: No. 16, Queen's Road Central, Nearly opposite the Hongkong Hotel with entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [6c]

MACWEEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts. or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903. [650c]

Intimations.

YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be is plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W.H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

WANTED.

A BRITISH MALE TEACHER for a Private School in Hongkong. Apply to—

"M.M." C/o this Paper. Hongkong, 6th August, 1903. [944c]

TO LET. ROOMS TO LET at 10, ICE HOUSE STREET.

WANTED a SMART HEADBOY from 1st of September. No coolie need apply. Hongkong, 21st August, 1903. [1019c]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

MUST be sold to make Room for New Stock. 200 PIANOS now being Manufactured in Europe and Hongkong for Coming Season. These Pianos will be of guaranteed quality and will be sold at exceptionally low prices.

RONISCH (Owner's Property) ... \$400

SQUIRE (Owner's Property) ... 350

BORD (Owner's Property) ... 285

WERNER, UPRIGHT GRAND (Owner's Property) ... 450

KELLY (Owner's Property) ... 200

HOPKINSON ... \$550 300

HORIZONTAL GRAND (Second-hand) ... 900 100

KRELL ... 800 450

NEEDHAM ... 800 450

ROBINSON PIANO CO., LD. ... 475 400

Do. ... 475 400

Do. ... 575 450

Do. ... 650 450

Do. ... 300 150

SELF PLAYER ... 900 150

RACHALS ... 750 400

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary. Hongkong, 6th August, 1903. [415c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 65 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & CO. (Hongkong, 10th January, 1903. [595c])

CHINESE AMERICAN COMMERCIAL COMPANY. IMPORTERS, EXPORTERS AND MANUFACTURERS. THE COMPANY'S OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. [1450c]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



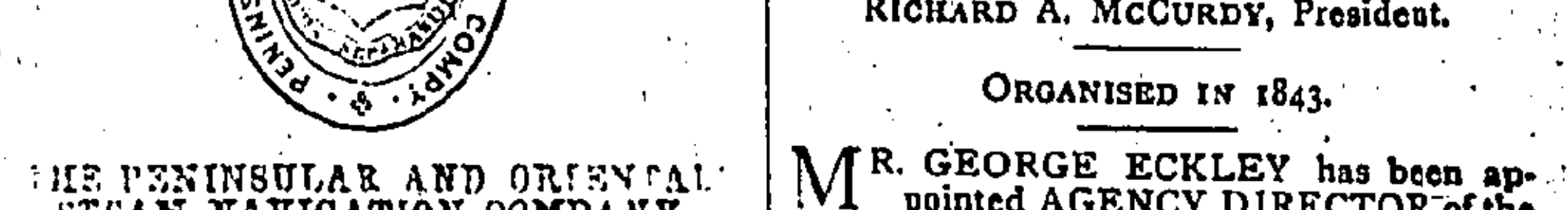
PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 28th Aug., at Daylight
Y. Campbell	MOJI, KOBE and YOKOHAMA	FRIDAY, 4th Sept., at Noon
Y. Nagao	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 5th Sept., at Daylight
AWA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 8th Sept., at Noon
BOMBAY MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 8th Sept., at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 9th Sept., at Noon
YAWATA MARU	KOBE and YOKOHAMA	FRIDAY, 11th Sept., at Daylight
WAKASAMA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 11th Sept., at 4 P.M.
KUMANO MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 15th Sept., at Noon
KINSHIU MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 19th Sept., at Daylight
KUMAKURA MARU	Y. Peterson	

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager. Hongkong, 25th August, 1903. [5]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR—SINGAPORE, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for HATTAH, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

"VALETTA." Captain W. B. Palmer, R.N.R., carrying H.M. Mails, will be despatched from this for BOMBAY, on SATURDAY, the 29th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Teas for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, 17th August, 1903. [14]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
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Olympia ... 2,837 J. Truebridge ... Sept. 10

Lyra ... 4,417 F. Williams ... Sept. 17

Tacoma ... 2,812 A. Dixon ... Sept. 24

Victoria ... 3,502 J. Pantou ... Oct. 12

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 21st August, 1903. [1874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

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Hongkong, 20th March, 1903. [355e]

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The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 25, 1903.

PREVENTION OF PLAGUE.

MEMORANDUM BY H. E. THE GOVERNOR.

We have received from Sir Henry Blake a copy of a Memorandum by H. E. on the result of the treatment of plague patients in their own houses, and in local hospitals, during the recent epidemic. In view of the interest taken in the subject, locally and at home, the publication of this interesting document will be found most opportune. On the 21st ult., in the House of Commons, Mr. Chamberlain, replying to Mr. Weir, said "the experiment was being made of allowing Chinese plague patients, at Hongkong, to be treated in their own homes in isolation. In consequence of the dislike of hospital treatment cases had been concealed. The results of the experiment would be watched with interest." The Governor's experiment, concluded not long since, will be found detailed in His Excellency's exhaustive memorandum the full text of which we print below:—

The following is the result of an experiment undertaken by me to ascertain how far it might be possible to enlist the co-operation of the Chinese inhabitants in the endeavour to deal with and suppress epidemics of plague.

1. To understand the reasons that impelled me to undertake this work, it is necessary to remember that for ten years Hongkong has been scourged by this disease; that no efforts of sanitation have so far decreased its incidence or diminished its virulence; and that the proportion of cases found "dumped" in the streets or on the hillside increased from 25.1% in 1898 to 32.7% in the present year.

2. The increase in the practice of thus depositing dead bodies I attribute to the dread of the disinfecting process as carried out by the Sanitary Authorities. The process is explained as follows in the memorandum drawn up in June, 1900, by the Medical Officer of Health:—

"Disinfection of infected premises.—This is carried out by a European officer assisted by eight coloured foremen, a Chinese foreman, and a varying number of coolies. As soon as it is known that a case of the disease has occurred at any house, a Chinese constable is sent from the nearest Police Station to detain all persons found therein (by-law 22, Ordinance 15 of 1894), and the officer in charge of the disinfection proceeds to the house to ascertain how many persons are detained there. He then procures, either from the matshed at Praya East or from the Disinfecting Station, as many suits of Government clothing as are needed for the persons so detained, and having thus provided these persons with clothing he removes their own clothing, bedding, curtains, and carpets, to the Steam Disinfecting Station, the clothing being tied up in sheets dipped in a solution of Jeyes' fluid and conveyed through the streets in baskets; persons who are able to obtain new or clean clothing from some uninfected premises are however not detained after they have discarded their infected clothing and handed it to the Inspector for disinfection. New goods, silk clothing which has not been recently worn, furs and leather goods are not removed to the Steam Disinfecting Station, but must as a general rule remain on the premises until they have been fumigated. When the clothing, etc., is returned (in the course of some two hours) from the Disinfecting Station, the persons who have been detained are required to put on their own clothing and must then leave the premises for some 5 or 6 hours while it is disinfected and cleansed. The Government clothing is returned to the Disinfecting Station to be steamed before it is again used. The people so displaced from their homes are at liberty to make use of the Board's matshed shelters until the processes of disinfection of the premises are complete.

The disinfection of the premises consists in the spraying of the walls with a solution of perchloride of mercury (1 in 1,000) or fumigation with free chlorine obtained by the addition of diluted sulphuric acid to chlorinated lime (one quart of a 1 in 8 solution of the acid to each lb. of the chlorinated lime). Floors and furniture are then scrubbed with solution of Jeyes' fluid and the walls are then lime-washed, chlorinated lime being added to the lime-wash in the proportion of 1 lb. to the gallon."

It will be observed that on receipt of information of the death of a person a policeman is at once placed in charge of the house, and all the inmates found therein are detained until their clothes are disinfected. This detention may be for 24 hours; but in many cases it may be for 48 hours, as if the body is removed to the mortuary after the Government officer engaged in examination of bodies received has left for the day, no report can be received until after the examination of the bodies next day. The house is then disinfected by scrubbing the furniture and spraying the walls, while the clothing is sent to the Disinfecting Station.

The Medical Officer of Health mentions two hours as the time in which the clothing may be expected to be returned. I have visited the Disinfecting Station and seen the process carried out. Bedding, clothing, and other belongings, shoes, umbrellas, &c., &c., are placed in large cradles and run into the disinfectant on a small tramway. It takes on an average one hour to disinfect each charge, which can hardly comprise more than the contents of a floor; but when the epidemic is at its height, with possibly the contents of twenty to thirty houses to be disinfected, it will be seen that the estimate of the time that elapses before the return of the clothing must under the mark. In the meantime the inmates of the houses are rendered idle, and

the loss of a day's or perhaps two days' work to the average coolie is not a light matter. Complaints were made that in the process of disinfection much injury was done to the belongings of the people; and it was whispered that squerees were extracted by the coolies engaged in disinfection under the threat of injuring furniture and other belongings in the process of disinfection if money were not paid. This was a matter that no amount of supervision by the Inspector could control, and the Chinese were afraid to come forward and complain openly. There is absolutely no proof that this assertion is true, but there is no doubt that the feeling existed and helped to intensify the dread of the operation of the Sanitary Authorities.

To allay this feeling I had a meeting of the Principal Civil Medical Officer, the Acting Medical Officer of Health, and the Chinese members of the Sanitary Board, and arranged with them that in each health district the inhabitants should appoint a *Kai-fong* or committee, and that in every case of disinfection notice should be sent to the *Kai-fong*, two members of which, with the Sanitary Inspector should form a Committee to appraise there and then any damage done and give a joint certificate of the amount, which the Sanitary Board undertook to pay. It was also announced by leaflets distributed among the Chinese that in all cases where sickness was timely reported, all the expense of disinfection would be borne by the Government.

5. This had no appreciable effect in diminishing the number of dumped bodies, and it was evident that the passive resistance by the Chinese continued. This was shown by the fact that when rat traps were set in Chinese houses the traps were found to be sprung, as the finding of an infected rat resulted in the same inconvenience as followed the discovery of a case of plague; still, large numbers of rats were delivered to the mortuary for examination, 88,862 having been paid for from 1st January to 13th of July this year, of which 3,476, or 3.9% were found to be infected. Each rat had a label attached showing the house or place where found, and where the address of a house was given that house was duly disinfected. Again, I heard whispers, of which no proof could be given, that the rat catchers levied a respectable toll by hinting at the probability of a plague rat being found about the premises in the absence of a tangible evidence of goodwill, and on at least one occasion, indignant protest was made by the householder subjected to disinfection that no rat had been caught in his house, and no trap had been set there. About a fortnight ago colour was given to these whispers. I had requested that certain experiments, of which I shall speak later, should be carried out with rats, but although two thousand rats per week were being returned and paid for, Dr. Hunter, the Government Bacteriologist, found a difficulty in obtaining the live rats that he required. This probably aroused suspicions and resulted in the following minutes of the Acting Medical Officer of Health:—

"Secretary,
I believe I am right in saying that, at the confidential meeting of the Board held on June 30th a resolution was passed to the effect that the Government should be asked to sanction for the rest of the year the modification of the scheme for proceeding with rats suggested for next year's proceeding. For information of the Government it may be well to explain that the reasons for this change are as follows:—

1. A large sum of money is now paid in bonus for rats collected in the streets.
2. A ridiculously small number of rats are caught in houses.
3. There is no way at present of making sure that the addresses given of rats caught are correct, as foremen and coolies are not to be trusted.

In support of this I may mention that Inspector Allen found some little time since a group of rat-catchers sorting out rats in a back lane and putting on address tickets promiscuously.

4. There is a suspicion that the coolies have given wrong addresses out of revenge in order that a house might be disinfected. It has not been possible to prove this, but it is clear that this might be done.

5. The bonus of 5 cents for each rat is probably the incentive to the importation of rats. It is highly probable that a brisk trade in rats has been going on. It would no doubt pay to bring rats into the city from outlying villages and from boats and even from Macao and Canton. Inspector Reidie has reported that he heard of a meeting of rat-catchers at Possession Point where rats arrived in parcels and were distributed. He was too late to catch them, but these rumours have the colour of truth.

The proposal to adopt next year's scheme in the matter at once will involve (1) the immediate appointment of 6 extra Portuguese foremen at \$50, one for each Plague Inspector; (2) the raising into line with this the salary of the present permanent plague foreman; and (3) the appointment of coolies for collecting rats at fixed salary of \$12 per month; (4) the abolition of the bonus.

6. In the meantime it appeared to me that however theoretically perfect our Sanitary machinery, we were not controlling the epidemic, which in this year as in all that had gone before was running precisely the same course as in Canton and the coast ports: appearing increasing, culminating, and disappearing at the same time. To those who know how Chinese houses are constructed it will be apparent that effective fumigation is practically unattainable. While even if the spraying process, scrubbing, and disinfection of clothing reached externally every thing in the room, it would not kill vermin lying deep in the joints and cracks of tables, chairs and settees, or beds. Nor would it reach the vermin with which the heads of the poorer classes of coolies are infested. Even apart from this, what took place in many cases when a case of plague was discovered was that before the constable could arrive to take charge of the house, goods liable to injury by disinfection were removed, by the door, or if too late for this, were taken on to the roof, always easily accessible, and deposited in some neighbouring house.

7. The question then presented itself whether the passive resistance of the population to disinfection might not be overcome and whether if the Chinese could be brought to realize the necessity for it, their attitude might not be entirely changed. The East finds great difficulty in seeing eye to eye with the West. But the Chinese are a reasonable people; they are accustomed to have Government orders explained to them, and even Imperial edicts always contain the reason for their issue, and our own laws down to a late period embodied the reason for the act in the preamble. I determined to make the attempt, feeling it my duty to exercise directly any personal influence that I might possess to assuage the growing feeling of antagonism to the Sanitary Authorities and induce the people to take upon themselves the active participation in the work of sanitation.

8. Early in April I brached the matter to Dr. Atkinson, the Principal Civil Medical Officer, and President of the Sanitary Board, and proposed to him that the Sanitary Board should hand over to me a district of the most

plague stricken portion of the City of Victoria of an area sufficiently large to give a practical basis of comparison of results but not too large to require personal supervision. He considered the matter and the Board of Health, his assistant, and after consultation with the Acting Medical Officer of Health he suggested that I should take over a block bounded on the North by Second Street and on the South by Third Street with the Wei On and Sheung Fung Lanes lying between. The block thus handed over comprised the houses on the South side of Second Street and on the North side of Third Street. These streets have an evil record in every epidemic of plague since 1894. They are inhabited by very poor people, but the houses themselves are by no means the worst in the City. Second Street is 31 feet wide, while the houses being three-storied average about 30 feet in height, and 45 feet in depth, the open area in rear being from 76 to 122 square feet. Third Street is about 25 feet wide, the houses generally two-storied averaging 20 feet in height with a depth of 40 to 45 feet and open spaces in rear of from 40 to 48 feet.

9. The return of the dimensions of the floors in which plague occurred shows that the cubic air space per head of the inhabitants fell far short of the requirement of 550 feet under the Public Health and Buildings Ordinance.

10. On the 13th April, I proceeded to the district accompanied by the Principal Civil Medical Officer, the Medical Officer of Health, the Director of Public Works, the Hon. Ho Kai, M.B., C.M.G., and Mr. Fung Wa Chiu, a member of the Sanitary Board, and collecting the people, I told them, through the Chinese gentlemen present at the Sanitary Board, that I would be prepared to help themselves, and assist the Government in carrying out the necessary measures. I emphasized the necessity of personal cleanliness, and the destruction of vermin in their houses, and undertook that, if they would give timely notice of sickness, they could be attended by either European or Chinese doctors, whichever they elected, at their own houses. To enable them to clean their houses and themselves I proposed to erect tanks for boiling water and Jeyes' fluid into which their bed boards and most of their simple furniture could be dipped, and to supply wash houses in which both sexes could have a supply of hot water for washing purposes. To carry out these proposals I asked the people to form a *Kai-fong*, or committee who would assist by their supervision. The *Kai-fong* is a Chinese institution in every Chinese town, each street or ward having its *Kai-fong* formed of men of consideration among the inhabitants. Fifteen people at once came forward to whom five were added on taking over the further block of houses comprising the North side of Second Street and South side of Third Street, a month later, at the earnest request of the inhabitants. The list of the *Kai-fong* given in the report of Inspector Gidley shows the class of the leading inhabitants of these streets. I may say that I am entirely satisfied with the work done by them. They disseminated my views as to cleaning operations, and assisted by their personal efforts in seeing that they were carried out. They reported cases of sickness, and at every visit to the district all who were not away at their work were ready to accompany me and show me what had been done.

11. By the 30th April, the six houses selected were prepared as wash houses—four for men and two for women—and three large tanks were erected of the dimensions given by Inspector Gidley to enable the bed boards and furniture to be immersed in boiling water. To exercise a supervision over all the operations I obtained the services of this Inspector who had in the epidemic of 1894 done excellent service, who speaks Cantonese like a native, and who enjoys the confidence of the Chinese. I cannot speak too highly of the manner in which he has done the work for which he so readily volunteered, and without him there would have been great difficulty in carrying out the experiment. Mr. Fung Wa Chiu took a very active interest in the work. He accompanied me several times to the district and inspected the hospital, and he gave directions to a Chinese doctor of the Tung Wa Hospital to visit the district three times daily in case his services should be required. Dr. Atkinson and Pearce also visited the district and examined the case then under treatment by Chinese doctors, while, on the 9th May, a Chinese gentleman, Mr. Ho Kom Tung, wrote to Inspector Gidley enclosing two hundred dollars with the request that the money should be used to succour the families reduced to straitened circumstances by the death from plague of those on whom they were dependent. The houses required for bath-houses were evacuated without a murmur. The immediate landlords were among the inhabitants of the district, and the letter, of which I attach a copy, shows the spirit in which they met the inquiry of Mr. Fung Wa Chiu for particulars of rent payable. The landlords of the six houses first taken for bath-houses on being asked by me what would be the rent for two months answered "For such a purpose, nothing."

12. The people were left free to choose their own doctors, but were offered the services of either European or Chinese medical men, the services of the Tung Wa Hospital doctor being given gratuitously, while outside practitioners were engaged by the people on the Chinese principle of "no cure, no fee," the honorarium in case of recovery being about twenty-five dollars. I may add that Dr. Atkinson obtained the prescriptions of the Chinese practitioner who successfully treated one case, of which on examination he expressed approval.

13. My object was (1) to endeavour to secure the cleanliness of house and person, that must in any case be beneficial; (2) to induce the people to undertake this work themselves; (3) to put a stop to the dumping of dead bodies by removing the dread of disinfection by the Chinese; (4) to induce the people to give notice of sickness. Inspector Gidley's report (Appendix A) will show how far these efforts have been successful. It will be observed that in cases where death had occurred the people destroyed or disinfected bed and clothing of deceased, cleaned the house and remained. In cases of illness we at first removed the inmates, who in case of the death of the patient returned to the house as soon as it had been cleaned. In no case was there any plague developed among these "contacts" after the ordinary period of incubation; for instance in five cases occurring among the inmates of 4 Sheung Fung Lane they were all developed within five days of the date of the first seizure reported. The return of the bodies attached to Inspector Gidley's report shows that in five cases apart from those reported dead, 9 after one day's illness, 9 after two days, 2 after three days, 2 after four days, 3 after five days, 1 after seven days.

Considering the reluctance of the Chinese to speak of illness, the return speaks well for the efficiency of supervision by the *Kai-fong* and the readiness of the people to co-operate with the efforts to assist them.

14. Having got the tanks in order the whole district was systematically taken house by

house, the occupants bringing their bed boards and mats, their settees, and any furniture that could be immersed to be dipped in the boiling water for a few minutes and thoroughly scrubbed. Clothing was either taken to a wash house to be cleaned, this process took some time, but apart from the thorough cleansing as above, all the householders in the experimental block turned out their furniture into the streets, scrubbed it and swept the houses within a week of the taking over of the small district. With two exceptions there was no case of plague, the first invasion of which was after the date of thorough cleansing.

15. So many cases occurred in the second week in May that difficulty was found in obtaining accommodation for the occupants of the house. I therefore took a house in Third Street as a local hospital, where the patients might be attended by their friends. Two local attendants were engaged, but unfortunately trained attendants could not be procured. The people showed no disinclination to go to this hospital.

16. On the 14th May I directed that the inhabitants of Sheung Fung Lane, should be moved as so many cases of plague had occurred, and I wished to have the houses thoroughly explored for rat runs to see if any connection could be traced between the houses in which plague had occurred. The report (Appendix B) shows that while rat runs were connecting respectively Numbers 1, 3 and 5, 7 and 9, 15 and 13, 6 and 8, and 4, the houses in connection with 8 and 4 the only infected houses in the series namely 6 and 2 were not apparently infected.

18. Having stated the objects of my experiment, the question remains whether, assuming that local hospitals and a minimum of disturbance will ensure a more timely discovery of cases of plague we may hope for material diminution in the case mortality. As affording a rough comparison I have obtained from Dr. Thomson a return of the cases of plague in Kennedy Town Hospital during this year's epidemic. It will be found in Appendix F. Dr. Thomson divides the cases into two divisions, the reason for which are two-fold. About the middle of May an improved method of examination of blood for bacilli first, I believe, discovered by Dr. Ross, was adopted by Dr. Bell of the Government Civil Hospital and by this method a large number of mild cases of plague were diagnosed, especially among Europeans, which under former methods would have escaped observation, and again at this time the treatment of patients by large doses of carbolic acid was adopted in Kennedy Town Hospital with very favourable results. Therefore for comparison of case mortality with the people treated locally it is considered better to take the period embracing the first half of the epidemic. In that time there were 123 cases of Chinese patients of whom 106 died showing a mortality of 86.17 per cent. In the experimental block 35 cases were reported of which 10 were already dead. The number treated was therefore 25, with 21 deaths, showing a mortality of 84%. I am aware that these numbers are too small to afford a sound basis for scientific comparison yet it is satisfactory to find that so far as it went, the result of the experiment was apparently in its favour to the extent of 1.83%. In noting this result the disabilities of the system of local treatment as tried by me must be considered. I have stated that the prescriptions given by the Chinese doctors are good, so far as they go. But with the administration of medicine the care of the average Chinese practitioner ceases, and the question of nourishment and all the arrangements that come under the head of nursing are neglected. The sufferers in my district would take no medicine save the usual prescription given by the Chinese doctor, which they obtained from the local druggist. The doctor, at my request, prescribed port wine and beef tea, both of which I had supplied to the druggist, who was one of the most active members of the *Kai-fong*, and anxious to do anything in his power that might increase the chances of recovery. But the patients refused to take them, and I found them having nothing but rice, or congee, which is water thickened with rice flour. In Kennedy Town I understood that patients take the nourishment ordered for them without difficulty, and I am of opinion that with properly equipped local hospitals under proper supervision and with trained nurses the mortality would be sensibly diminished.

19. We found it difficult to trace the means of infection. The immunity of people living, sometimes for several days, in the same room went far to disprove the theory of contact. With the exception of Chu Kom and Wong Sam from No. 4 Sheung Fung Lane none of the people of that house who were attacked worked together, or partook of the same food. Fourteen days after Sheung Fung Lane had been cleansed out I directed that as many fleas, bugs, &c., as could be found should be sent to the Government Bacteriologist for examination. A number of bugs and a spider were found, and on the 10th June Dr. Hunter reported that in both bugs and spider were found plague bacilli. At the same time he reported as the result of examination of a number of bugs, flies and fleas from No. 4 Sheung Fung Lane, where several cases of plague had arisen, that no bacilli were found. The death of the two boys who lived on the first floor of 109 Second Street, bugs were procured from the first floor and from the ground floor. Dr. Hunter reported that in the two bugs from the first floor no bacilli were found, but a number of bugs from the ground floor were found infected with several plague bacilli. During a visit to the Plague Hospital at Kennedy Town I observed a large number of flies in one ward, numbers of which had settled on the patients. I directed that a number should be sent for examination. On the 9th July, Dr. Hunter reported that the majority of the flies were plague-infected. He reported at the same time that several cockroaches caught in a stall in the Central Market contained *B. pestis*. On the 1st June it was reported that fleas from the Western Market were found to have died of plague, and as the poorer classes of Chinese eat the entrails of fowl with their rice in a semi-cooked state, a notice was issued that such food if not thoroughly cooked was dangerous. On examining specimens of various foods exposed for sale, Dr. Hunter has since found the *B. pestis* in inferior rice. I have suggested to Dr. Thomson to find, by experiment if mosquitoes which fed on plague patients contain bacilli, and several have been examined by Dr. Hunter with negative results. The examination is, however, being continued.

20. We have from Professor Simpson's report evidence that pigs, calves, sheep, monkeys, geese, ducks, turkeys, hens, pigeons, and rats are susceptible to plague, which may be contracted by food or by inoculation, direct, or by means of suicidal insects. To this list the examination mentioned above adds: bugs, spiders, flies and cockroaches. I may add that quails, kept in the market for sale were also found to be infected. In paragraph 22, page 100, Professor Simpson points out that domestic animals suffer from chronic plague and surmises that this is probably one of the bridges by which the interval of the attacks in man is connected. I have for a considerable time been of opinion that man is himself subject to chronic plague, which may either pass away after a

considerable time, or continue dormant over the winter months regaining activity with the annual movement of spring when the curve of the epidemic is almost constant. This opinion was strengthened by the fact that in August, 1902, the body of a Chinese ill-man at Queen's Buildings, who was accidentally killed when attempting to enter the lift while in motion, was found to contain plague bacilli. A similar result followed the examination of a man who on the 4th March, 1901, was killed at Tai Koo Sugar works by a bag of sugar falling on his head from a height of 20 feet; while on the 2nd April, 1901, in the body of the chief steward of a ship lying in dock, found floating with a large wound on the head, were also found plague bacilli. Early in June several men from H.M.S. *Oceanic* were sent to the Naval Hospital, suffering from pneumonia; on examination of their blood seven were found to be suffering from mild cases of plague. In like manner two Officers of the Sherwood Foresters who developed feverish symptoms were, on having their blood examined, found to be similarly affected. In the *Boletim Officiel* of Macao, containing the report on the plague epidemic of 1902, Dr. Gomes da Silva, the Medical Officer, who published the report in 1895, stated that during the height of the epidemic he had discovered plague bacilli in his own excreta.

21. In June I directed Inspector Gidley to obtain as many specimens of blood as possible, on slides procured from the Government Bacteriologist. He obtained 100 specimens from men, women and children taken at random. These slides were sent to Dr. Hunter for examination, who reported that in five slides he found plague bacilli, and in seven slides (bacilli) were present in considerable numbers, some of which showed bipolar staining. They were not sufficiently distinctive, however, to be regarded as *B. pestis*. These slides were obtained between the 23rd June and 10th July. Since they were obtained there were but three cases of plague in the district, from none of which was a specimen of blood taken.

22. I am not unmindful of the fact that these reports were the result of microscopic examination only. But the examination was the same as that on which a great many of the cases treated in Kennedy Town Hospital were sent to that institution where their cases ran the usual course of plague invasion.

23. Now, putting aside the five doubtful slides, it will be seen that those people examined at random 4.54% were found to be infected with plague though to all appearance perfectly healthy. If we exclude all the well-to-do, and take the working coolie population alone, they probably number 18,000 and assuming the same average amount of infection, there are among that class about 8,172 persons at present infected in Hongkong. If even a quarter of that average were swept for the 105,000 inhabitants of superior class, the number of infected will be increased to 9,360. Appendix G. will be found the number of rats examined in each month of the present year with the proportion of infected rats. I am afraid that the incidents mentioned in paragraph 5 weakens deduction as regards Hongkong. But from whatever source the rats were procured the proportion of infection in June was 9% or 4.46% more than the percentage of the slides examined, or, if the doubtful cases mentioned by Dr. Hunter be included, 1% less, while in January the proportion falls to 8%. This being so, with the complete circle of vermin, insects, food, rats, domestic animals and man all infected in possibly similar, possibly different proportion, it appears to me unsound to concentrate attention upon the rat as the principal means of bridging over the dormant season.

24. I do not know whether the conduct of a culture of the bacillus pestis has ever been observed for an annual cycle. I am informed that the usual culture in a culture tube dies in a short period, either by having exhausted the nutriment from the culture medium or by having poisoned it by its own toxin. If the bio of those in whom plague bacilli now exist without producing the usual effects of plague could be periodically examined all through the coming year much light might be thrown upon the dormant period, and the highly important question of the infectivity of these people might be solved. But failing this I have suggested the possibility of preparing a culture in so large a quantity of culture medium as will permit of the spread of the bacillus to the utmost extent during the period shown to be sufficient for annual activity and still leave the medium in sufficient quantity to support any renewal of propagation. In this way I suppose that the annual movement of the bacillus might be observed.

25. The problem before us is, then, not simply the prevention of introduction of plague from without; a precaution taken singly that considering the wide infection of the city must be futile, but the elimination of the media of infection in our midst, and the building up of the power of resistance to plague invasion by improvement in the general health of the population that may result from improved sanitary conditions. The first can only be accomplished by constant unremitting attention to cleanliness of person, furniture and premises, and to be effectual it is of cardinal importance that the co-operation of the people be secured. With proper facilities afforded, I am of opinion that, while in Hongkong, as elsewhere, the residuum might be difficult to deal with at first, the difficulties are not insurmountable, and practical co-operation might be secured by enlisting the sympathy and services of the large class of respectable Chinese in a determined effort to combat the recurring epidemic, the evils of which they fully realize.

Beyond the cleansing of premises there is no way by which a large number of Chinese tenement houses can be made safe. Each floor of these houses is a tunnel, thirteen feet wide, nine feet high and of varying length, from thirty to sixty feet, with a window in front and rear. Into a large number of these floors direct sunlight never enters, and in the centre even diffused light is practically absent. When these conditions are added a surface population so dense as it is in our congested districts—being in one district over 900 persons to the acre—it will be recognized that a population so concentrated must necessarily be deficient in vitality.

The only remedy for this is the reconstruction of Chinese tenement houses on improved plans, and the rigid observance of the provisions of the Public Health and Buildings Ordinance in relation to overcrowding. The removal and reconstruction of Chinese tenement houses will be a slow process, but it must be faced if we desire to prevent the devastating of the working population by such a point that they fall ready victims to the invasion of every passing disease.

26. I attach, in Appendix I, an interesting report just received from the Government Bacteriologist relating to the question of exterminating plague bacilli in vermin.

This experiment shows that the mere washing of furniture with a solution of Jeyes' fluid will not destroy the vermin that infect it.

HENRY A. D. ARCE,
Governor, HONGKONG, 3rd August 1903.

Considerable time, or continue dormant over the winter months regaining activity with the annual movement of spring when the curve of the epidemic is almost constant. This opinion was strengthened by the fact that in August, 1902, the body of a Chinese ill-man at Queen's Buildings, who was accidentally killed when attempting to enter the lift while in motion, was found to contain plague bacilli. A similar result followed the examination of a man who on the 4th March, 1901, was killed at Tai Koo Sugar works by a bag of sugar falling on his head from a height of 20 feet; while on the 2nd April, 1901, in the body of the chief steward of a ship lying in dock, found floating with a large wound on the head, were also found plague bacilli. Early in June several men from H.M.S. *Oceanic* were sent to the Naval Hospital, suffering from pneumonia; on examination of their blood seven were found to be suffering from mild cases of plague. In like manner two Officers of the Sherwood Foresters who developed feverish symptoms were, on having their blood examined, found to be similarly affected. In the *Boletim Officiel* of Macao, containing the report on the plague epidemic of 1902, Dr. Gomes da Silva, the Medical Officer, who published the report in 1895, stated that during the height of the epidemic he had discovered plague bacilli in his own excreta.

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MEETING AT THE LEGISLATIVE COUNCIL.

THIS AFTERNOON.

At the request of His Excellency the Governor the members of the Sanitary Board, viz., Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer (President), Hon. W. Chatham, Director of Public Works (Vice-President); Mr. C. McL. Messer, (Acting Registrar-General); Captain F. W. Lyons, (Acting Captain Superintendent of Police, Colonel W. E. Webb, R.A.M.C., Mr. Fung Wa Chun, Mr. Lau Chu Pak, Mr. A. Rumjahn, Mr. E. A. Hewett, Dr. W. W. Pearce, Acting Medical Officer of Health, and Dr. Barnett, Assistant M.O.H., met at the Council Chamber at five o'clock this afternoon, when His Excellency addressed them at length on the subject of the prevention of plague in connection with the results obtained from the experiments carried out in the block handed over to him by the Sanitary Board. H. E. suggested the adoption of certain measures by the Sanitary Board to combat the outbreak of the disease next year, if unfortunately there should be recurrence of the epidemic. The Hon. Dr. Atkinson spoke in reply and stated that the subjects dealt with by His Excellency would be carefully considered at the Board meeting on Thursday next.

LOCAL AND GENERAL.

It is said that ex-boxers are causing some trouble in Sarawak.

No cases of plague were reported to the Sanitary Board to-day.

Dr. Lim Boon Keng has resigned his seat on the Singapore Legislative Council.

PARCEL mails for Europe, &c., per s.s. *Val de* will close at 3 p.m. on Friday, the 28th inst.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Voeux Road.—*Adv.*

RUBBER trees in Ceylon are being attacked by a new fungus. The local Planters' Association is taking steps to deal with it.

THE Czar has given orders for the establishment of direct telegraphic communication between St. Petersburg and Vladivostok.

A LECTURE on the position of the Straits Chinese with regard to the development of China, by Dr. Lim Boon Keng, is printed on the third page.

FIVE dollars or seven days' hard labour was the fine imposed upon a celestial at the Magistracy this morning, for behaving in a disorderly manner in a sampan at Yau-mai-ti yesterday.

DR. Morrison, the *Times* correspondent at Peking, was a passenger by the *Sinto maru* from Chefoo to Chemulpo, and on arrival on the 11th instant at Chemulpo, Dr. Morrison proceeded to Seoul.

NO further appointments or promotions are to be given, it is said, to men from Canton, Fukien, Hunan, and Kiangsi as these provinces are furnishing the anti-dynastic movement, and a close watch is to be kept in all these districts.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—*Adv.*

Y-N TO, a native of Hunan and second on the list of the first examination in modern science, has been arrested in Peking, and is now in custody. He is charged with having written for the Press, and is also regarded with suspicion on account of having been educated in Japan.

THE *Tung Wen Hu Pao* is informed by a Fenician (Mandchurian) telegram that the Russian military authorities at Antunghsien have issued a proclamation ordering the local Chinese residents to hoist the Russian flag outside their houses, otherwise they would be fined seventy taels each. Antunghsien is within the jurisdiction of Fenghuang and is about 150 li from the city.

THE *Mainichi's* Peking correspondent writes:—Viceroy Chang is indignant over Russia's offensive attitude in Manchuria, Ilec and Shingiang. The Viceroy intends to insist upon the opening up of Manchuria on and after the date of the third evacuation of Manchuria, and to then make public the seven clauses of the Russian proposal for a secret Treaty as submitted to China. The Viceroy counts upon obtaining assistance from Japan ultimately.

THE *N. C. D. News* states that a private letter from Port Arthur dated the 12th inst. fully confirms the report that the Russian women and children in Port Arthur have received official notice to send in their names to the authorities immediately, in the event of their desiring to return to Russia in case of war. There are now 840 troops in Port Arthur and Dalny, in fighting trim, while the Russian fleet in these waters now amounts to seventy-three vessels of all denominations.

Framing, fancy and artistically done by LeMunyon, 31, Des Voeux Road.—*Adv.*

THE *Universal Gazette* is informed that Viceroy Wei of Nanking has telegraphed to the Acting Viceroy Chen of Szechuen, informing him that the members of the Patriotic Society of Shanghai dared to instigate anti-dynastic movements, consequently several of them have since been arrested, and asking him to do the same in Szechuen, should any of these degenerated beings be found in that Province. Since the above communication was made public, the young members of progressive societies in Cheongtu have scattered, for fear of being arrested as revolutionists.

ASK FOR ASAHI JAPANESE BEER—G. G. Ginnell

A NATIVE was fined \$10, in default fourteen days' hard labour, for unlawfully carrying live fowls with their heads downwards thereby causing them needless and avoidable suffering.

FOR being in unlawful possession of a quantity of brown sugar, a native boatwoman was sentenced by Mr. T. Sercombe Smith at the Magistracy this morning to three months' imprisonment.

H.M.S. *Eclipse*, with Sir Ernest Satow on board, arrived at Weihaiwei, after a fine passage, early on Sunday morning, (says the *N. C. D. News* of the 21st inst.) but almost before she was moored, the typhoon broke over the harbour, and for some time it was impossible to land. After some time, however, Admiral Bridge succeeded in getting on board and taking Sir Ernest to the flagship *Gloria*, where a salute was fired in his honour. Sir Ernest spent Monday at Weihaiwei, and left on Tuesday morning in the *Albatross* for Chinwangtao. It is expected that the *Eclipse* will be at Woussung to-morrow, and she will return to the naval base here on Sunday or Monday.

Mail your films and Kodak orders to LeMunyon, P.O. B. 368.—*Adv.*

THE *Universal Gazette* gathers that the British Government has, on the ground of the prolonged disturbances caused by salt smugglers in the Yangtze region, demanded of Viceroy Wei of Nanking through its Consul the right of stationing a body of troops in Kuchow, opposite Chinkiang, for the protection of her subjects and commerce, etc. The Viceroy has since declined to give consent, adding that China is quite capable of coping with her disturbances of peace. Numerous despatches have been recently sent out by the Viceroy, strictly ordering the civil and military officials to speedily put a termination to the trouble caused by the salt smugglers.

A PRIVATE telegram from Peking received by friends of the cashiered and condemned ex-Marshall Su, states that it is estimated that it will cost that officer's family at least \$1,250,000 to get his sentence of "Death" at the next Autumn Assizes commuted to a life sentence, and \$1,500,000 less than the above sum to delay the carrying out of the execution to 1924. Wang C. Chieh, it is further stated, has transmitted \$7,000 as his first instalment to Peking to look up the mouths of meddling Censors. As a first result of the above draft Chou Shu-mu, the censor who lately nearly succeeded in getting Wang arrested and thrown into prison, has been now appointed Assistant Examiner for the Shansi M.A. competitions and he has thus been sent out of town, where he must keep quiet for at least three months.—*N. C. D. News.*

Fresh Kodak film, plenty of them, at LeMunyon's, 31, Des Voeux Road.—*Adv.*

THE crew of the German sailing ship *W. C. Walzen*, now lying in Singapore harbour, had a terribly rough experience recently, reports the local *Times*. The ship was towed into this port yesterday afternoon, in a dismantled condition, by the British steamer *Moresby* when it brought her all the way up from Hall Sound, British New Guinea. On March 6th of this year, the *W. C. Walzen* was caught in a terrific cyclone off New Caledonia, and the wind and wave played havoc with her generally—swept her clean in fact. Of her cargo of 65,700 cases of kerosene oil, 15,000 were jetisoned. With her rudder gone, her sailing gear utterly wrecked, and practically only just above water, she floated at the mercy of the sea to the coast of New Guinea, a distance of over 1,000 miles. Here, at the beginning of June, she was sighted by the *Moresby* which at once picked her up and towed her to a safe anchorage in Hall Sound. The *Moresby* afterwards towed her to Singapore, a jury rudder having been fixed to the sailing ship to assist in steering her. The ship is now lying out in the roads here, and she looks a veritable wreck.

A NOTICE to mariners is issued from the Coast Inspector's Office, Shanghai, as to an intended change in the position of the Kiutoan Light-vessel and the lighting of the Fairy Wreck, in the South channel entrance to the Yangtze, to the effect that in consequence of the extension to the southward of the Middle Ground, the Kiutoan Light-vessel will be shifted, on or about the 15th September next, to a position one mile N. 65° 30' W. of her present station. And that the Fairy Wreck unlighted buoy will be replaced by a gas-lighted bell buoy, with a conical superstructure, painted green, bearing the word "Wreck" in white letters, and showing an occulting White light every 6 seconds, thus: Light 4 seconds, Eclipse 2 seconds. The bearing of the Kiutoan Light-vessel from the *Tungsha* will be N. 62° 55' W. as against N. 62° 27' W.; and the Fairy Wreck, marked by a gas-lighted Bell Buoy, will lie in a direct line between the two light-vessels, on which line the best water over the flats is to be found. The bearing of the S.E. Knoll gas-lighted Buoy from the Kiutoan Light-vessel's new position will be N. 36° 00' W. Vessels should still pass to the northward of the Kiutoan Light-vessel. These inward bound hauling up N. 36° 00' W. from the S.E. Knoll Buoy as soon as they have passed her. All bearings given are magnetic.

SHIPPING AND MAILS.

English (*Ballaarat*) 27th inst.
American (*Nippon Maru*) 28th inst.
Australian (*Eastern*) 29th inst.
Indian (*Kumarak*) 31st inst.
German (*Kiutachou*) 1st prox.
Australian (*Chinglu*) 7th prox.
Canadian (*Empress of Japan*) 8th prox.
The Silk ex C. P. R. Co's s.s. *Taipei* from Hongkong on 22nd ult., arrived at New York on 23rd inst.

ASK FOR ASAHI JAPANESE BEER—G. G. Ginnell

TELEGRAMS.

(Reuters.)

The "Amorion" Cup Race.

LONDON, 23rd August.
The *Reliance* won by seven minutes after deducting time allowance. The weather was splendid with a fifteen-knot breeze; the course fifteen miles to windward and back. The *Shamrock* started four seconds ahead but after eighty minutes of close racing, the *Reliance* passed her, turning the outer mark three minutes ahead and steadily increasing her lead on the run home.

Sentence on the Humberts.
Madame Humbert and her husband have been sentenced to five years' solitary confinement.

LATER.

The Near East.
Bulgarian and Greek subjects residing in Roumania have received orders from their respective Governments to return to their homes for mobilization without delay.

Russia and Turkey.
The Sultan has ordered immediate compliance with all Russia's demands and the Russian squadron at Inada Bay has been ordered to return to Sevastopol.

(*Shanghai Mercury*).
The O. E. & M. Co.
Tientsin, 11th Aug. '03.
Mr. Wynne retired from the management of the Chinese Engineering and Mining Company either in October or December next.

(*N. C. D. News*).
The Congress of Chambers of Commerce in Canada.
London, 23th August.

There is a partial deadlock at Montreal, the Manchester delegates having dissented from the terms of the commercial policy of the congress.

(*Manila Cadenews*).
The German Army.
Berlin, 19th August.
The Kaiser has asked for an addition of 40,000 men to the army.

Railway for the Philippines.
Washington, 19th August.
Secretary of War Root favours the building of a railroad to extend six hundred miles north from Manila, with branches in other directions. The newspapers of the United States discuss the matter at length and capital is much interested.

The Alaskan Boundary.
New York, 21st August.
Secretary of War Root has sailed for London, where he will be chairman of the American delegation on the Alaskan Boundary Commission. President Roosevelt, Secretary Root, and Senators Lodge and Turner have gone over all the papers in the case carefully.

The Borneo Islands.
London, 21st August.
Great Britain has announced to the United States its agreement to arbitration over the seizure by the United States of certain islands off the coast of Borneo.

CHINESE EXCLUSION FROM THE PHILIPPINES.

The laws of licensing masters and pilots as they exist in the Philippines, and the Chinese Exclusion Act, are responsible for the captain and the crew of the Chinese steamer *Took On* being detained by the immigration officers and for their being returned to Hongkong on the first available boat, says the *Manila Cadenews*. The *Took On* arrived in this port from Hongkong in charge of a Chinese skipper named Loo Moon and an all-round Mongolian crew. Act 780 of the Customs regulations for ships, which makes it prohibitory for foreigners, without American licences, to navigate vessels in the waters of this archipelago.

When the Customs House officers, therefore, boarded the *Took On*, they could not allow her captain to come ashore and they were compelled to retain his crew likewise, their landing being against the immigration laws.

The steamer is to remain here, for she is to be sold to a local firm, but her crew skipper and all, will have to go back whence they came.

THE RECENT FIRE ON THE "TOKIN".

OFFICIAL INQUIRY AT THE FRENCH CONSULATE.
An official inquiry has been held at the French Consulate into the cause of the recent fire on board the *Yokohama Maru* Company's steamer *Tokin* in Kobe harbour. The finding of the Court is that the conflagration was due originally to the spontaneous ignition of chlorate of potash, of which a large portion of the cargo consisted. The chlorate of potash was being discharged at the time, and the floor of the hold of the ship was more or less strewn with particles of the chemical which had fallen from damaged kegs. Several of the kegs, while being hoisted on deck, had dragged along a few feet of the floor of the hold, and consequently over the particles of chemical strewn thereon, and the friction thus caused ignited some of the chlorate. The sparks thus produced spread rapidly, and in an incredibly short time reached some damaged canvas, the contents of which caught fire, thus setting ablaze the whole of the chemical stored in the hold. The presence in the same hold of other goods, such as cotton, liable to load the atmosphere with particles of organic matter, may, the Court thinks, have contributed to make the chlorate of potash more easily combustible, and there is a possibility that, the kegs being bound with iron hoops, the contact of one of these rusty hoops with the chlorate lying about may have been the chief cause of the fire, iron rust being one of the elements that, being mixed with chlorate of potash, would cause the latter to ignite more readily.

In the opinion of the Court no special blame appears to attach to anyone, and it is evident from the extreme rapidity with which the flames spread—one of the witnesses testified that, in his opinion, if the accident had occurred at night not half of the men who were in the hold would have had time to escape—and from the nature of the smoke that almost instantaneously came out of the hold in large volumes that nothing could be done at the outset to extinguish the flames.—*Kobe Herald.*

ASK FOR ASAHI JAPANESE BEER—G. G. Ginnell

A BIG LAND DEAL.

OLD CLUB BUILDINGS RE-SOLD.

It will be remembered, in connection with the discussion, at the meeting of the Legislative Council on the 23rd ult., on the subject of public buildings with special reference to the Post Office, that, in reply to certain remarks by Mr. K. Shewan and the Hon. Gersbom Stewart, the Colonial Secretary stated that it might be Government had lost something in sites earlier, but at the same time he would remind the hon. members who had spoken that the value of the property was increasing all the time.

The Hon. May's statement is now borne out by the completion of the sale of the old Hongkong Club buildings, in Queen's Road, opposite the Post Office. Several overtures were recently made to the Hongkong Land Investment Co., Ltd., by whom the property was until recently owned, for its sale. But the offers, which were made through the medium of brokers, did not meet with the owners' idea of its real value. It was not until last week that an offer, large enough to lead to business, was made on behalf of one of the occupiers of the premises, Mr. Yee Sang Fat, who carries on the business of tailor and gentlemen's outfitters on one portion of the ground facing Queen's Road. The price which he paid for this valuable and extensive property, commanding three road frontages, yields a net profit of something like three-quarter lakh of dollars to the Land Investment Co.

HONGKONG COLLEGE OF MEDICINE.

The following note of arrangements made for the session commencing on Monday, 14th September, has been communicated to us by Dr. J. C. Thomson.

The lecturers are:—Fractical Chemistry and Toxicology—Dr. Pearce; Pathology—Dr. Hunter; Anatomy—Dr. MacLean Gibson; Osteology—Dr. MacLean Gibson and Senior Students; Surgery—Dr. Rennie; Practice of Medicine—Dr. K. Gibson; Medicine Jurisprudence—Hon. Dr. Ho Kai, C.M.G.; Midwifery—Lieutenant Lamball, R.A.M.C.; Midwifery—Dr. Jordan; Materia Medica—Dr. Marriott. Chemical work at Alice Memorial and Netherlands Hospital 1-1 daily.

Thirty-one students are at present on the roll; and five others have already intimated their intention of joining the college next session.

"CERTAIN HENRY BROWN AGAIN!"

A few days ago Captain Brown was arrested and charged for being drunk and incapable in the public street. The following morning he appeared before Mr. T. Sercombe Smith to answer the charge. He informed His Worship that he intended leaving the Colony, but the passage to Singapore was not available and he had only 55¢ in his pocket. His Worship remanded the case for a week in order to enable Brown to procure the balance of the passage money. His week expired this morning and he reappeared before the Court. He was asked whether he had the money, and replied in the negative, and further stated that one Miller promised to pay half his fare. Miller did not, however, turn up.

His Worship:—How long have you been in the Colony?—Five months. I arrived here in March.

You are a master mariner, and cannot get work?—No, I have tried.

You were once connected with some larceny in the Army?—Yes, the Burmah Infantry.

You were once passing under the name of Ansell?—Yes, that is my name.

Brown was further asked how he managed to get on without money, and he stated that on arrival here he was given \$80 and could live on \$1 a day. His Worship passed sentence of three months' hard labour.

THE ORIENTE HOTEL.

Further information relating to the sale of the Oriente Hotel, Ltd., in Manila, has been gathered by a *Telegraph* reporter to-day. The property was under lease by the Company to a third party who carried on the business of the hotel. In cancellation of the lease heavy compensation had to be paid to the lessor by the vendors, who, after paying all legal and other expenses, such as assignment fees, etc., attaching to the sale, are expected to net the final sum of four lakhs of dollar in round figures.

THE S.S. "YAK HING" BREAKDOWN.

STEAMER RE-FLOATED.

In our issue of last evening we printed a wire from our Canton correspondent, giving the news of the breakdown of the Joint River Steamboat Companies' new river steamer *Yak Hing*. We are now in receipt of further particulars from our correspondent, who writes:—The s.s. *Yak Hing*, owned by the River Steamboat Companies and placed on the West River run in conjunction with s.s. *Suimam* (Captain Branch) and s.s. *Nanning* (Captain Thomas) started from her anchorage on Sunday morning at 8.30 in command of Captain Webster. On getting just beyond the harbor limits of Canton and abreast of the Salt Flats in the Front Reach her starboard propeller dropped and was lost in mid-channel. The captain had to beach the steamer owing to the rush of water. However, she was eventually refloated and anchored in the harbour in the Front Reach, and divers have since been engaged in recovering the lost gear.

THE JAPANESE AT NEWCHANG.

The steamer *Santo Maru*, which arrived at Nagasaki Friday morning from Newchwang, via Korean ports, brought news (says the *Kobe Chronicle* of the 17th inst.) that the Newchwang branch of the Mitsui Bussan Kaisha had received a telegram giving the firm a month's notice to leave the port. It was generally believed in Newchwang that relations between Japan and Russia were becoming critical.

ASK FOR ASAHI JAPANESE BEER—G. G. Ginnell

THE ARREST OF REFORMERS AT NANHUI-HSIEN.

The *Sin Wan-pao* of 20th inst. writes:—Yesterday there were two stories current about the arrest of revolutionists at Nanhui (Nanhui) hsien. (1) A certain licentiate of Nanhui-hsien having recently gathered a crowd of people and made a speech of revolutionary tone, the Magistrate Tai of Nanhui-hsien arrested and tried him and asked for further instructions from the Tsoai Yuan of Shanghai. (2) Another version of this story is that in a certain school at Nanhui-hsien there are four school teachers who recently made speeches on education. The local people grew angry at what the teachers said and reported to the Magistrate that the teachers were revolutionists. The Magistrate without holding due investigation arrested them and wired to the Viceroy Wei Kwan-tao to give him (the Magistrate) orders to decapitate the prisoners.

The *Kuning-pao*, or the *China National Gazette*, says that four reformers were arrested at Nanhui-hsien on the 17th inst. because of speeches they had made and they are now in the custody of the Magistrate. It is feared that they will be condemned as revolutionists and summarily decapitated.

THE "SUPAO" CASE.

The *China Gazette* publishes the following extract from a despatch or letter from U. S. Consul-General Goodnow, the Senior Consul at Shanghai:—

"August 2nd, 1903.
On general principles the Foreign Settlements ought not to be a refuge for Chinese defamers of their rulers and plotters of treason against their Government and in the case of those who plead guilty it would seem that they ought to be delivered up to the Chinese officials for punishment. These men are the leaders in an anti-dynastic society. I extensive proportions which is permeating the entire Yangtze Valley and unless checked by the severest punishment of the leaders is likely to gain such proportions as will greatly hamper foreign trade and jeopardize the safety of the Empire and endanger the lives of many foreigners."

THE FIRE ON S.S. "INDRAWADI" AT SINGAPORE.

At 8.30 this morning (says the *S. F. Press* of the 18th inst.) the British steamer *Indrawadi* of the Indra Line, for which Messrs. Behn, Meyer & Co. are agents, hoisted the signal that she was on fire, and the agents at once communicated with the Tanjong Pagar Dock Co., who sent the tugs *Sunda* and *Hangkok* to the assistance of the burning vessel.

The fire, which occurred in the larger of the two after holds, was first discovered by the second officer. The vessel was working cargo at this hold all yesterday, and as she was to leave for New York to-day at noon the hatch was put on last evening at 6 o'clock, and securely fastened for the voyage. By a mistake, however, the cargo slings were left in the hold, and as these were needed this morning to work a small quantity of cargo to be put in the fore-hold, the hatch was taken off and the second officer, Mr. Scott, went down into the hold with a quarter-master, to obtain them. While in the hold Mr. Scott discovered a small wisp of smoke issuing from behind some bales, and a further examination proved that the smoke was coming from the very bottom of the hold. Efforts were made to extinguish the fire, but it was too late, and the hatch was then put on again and securely battened down, but before long the gases generated blew off the hatch, the force of the explosion sending it over the side or otherwise some of the crew might have been seriously hurt. The second officer as it was a narrow escape, as he had only just stepped off the hatch a minute or two before it was blown away.

By this time the tugs *Sunda* and *Hangkok* had arrived and those were got to work from these vessels on to the burning cargo. They were only sufficient however to keep the fire under control till about 11.30, when it broke out again and volumes of stifling smoke poured from the hold, driving back the officers and crew of the steamer who were working strenuously to extinguish the fire. It was then decided to swamp the hold, and several jets were got to work, the pumps on the tug working at full power. This fortunately subdued the fire, though the quantity of water pumped into the vessel gave her a heavy and dangerous list to starboard.

The origin of the fire is not known, but as the hold where it occurred is full of tea, gutta-percha, and kapok it probably broke out amongst the latter, through a match being carelessly dropped by one of the cargo coolies. The vessel is to be taken to Tanjong Pagar to-day where the damaged cargo, which is said to be fully insured, will be removed.

Directly the fire was reported Acting Inspector Dooley sent a party of Marine Police to the vessel to render any assistance necessary, subsequently following himself with Sergeant Murphy in a steam launch. The fire was practically in hand at one o'clock. The *Indrawadi* arrived here from Yokohama on the 12th having called at Kobe, Moji, Shanghai, and Manila. Her owners are T. B. Keyden of Liverpool, and she is quite a new ship, having been built only last year at Whiteinch. The *Indrawadi* is a vessel of 3,300 tons gross, and is commanded by Captain Conby.

A correspondent "Victor" writes that the signal "N M" "I am on fire" was not hoisted as usual at the gaff of the signal stations, but on the lower yard, where it was not very noticeable. He believes the gaff was intended especially for fire and danger signals, and has always been used for that purpose.

COMMERCIAL. FREIGHT.

Last week's settlements, with which thirteen vessels were concerned, of which only two are British, show no improvement in the dull state of the freight market. There was a little more inquiry for coal tonnage but at rates which cannot be considered too good. Mororan to Hongkong, one steamer (German) of 1,022 tons, was engaged at \$2.60 per ton. Moji to Hongkong the charters effected were—
a British steamer, 2,456 tons at \$1.75 per ton
a German " " 936 " " 1.80 " "
Moji to Amoy " " 722 tons at \$2.50 per ton " \$5.50 per ton was the rate for one fixture (1,208 tons) from Kuchintzu to Zamboanga. Hongkong to Hongkong was done at \$1.50 per ton for a British and a German boat of 1,491 and 1,103 tons, respectively. A German vessel of 1,001 tons secured 50 cents per picul for a voyage from Rangoon to Manila and Cebu. Rice freights, Saigon to 1 p r Philippines, were settled as follows:—
1 German " 1,047 " 27 " "
1 Norwegian " 1,010 " 25 " "
One German vessel was engaged to load sugar from 1 port N. C. Java to Hongkong, at 33 cents per picul, while another steamer of a like tonnage (799) and of the same flag was booked on a monthly charter for five months at \$4,000 per month.

ASK FOR ASAHI JAPANESE BEER—G. G. Ginnell

TO-DAY'S EXCHANGE.	
ON LONDON, Telegraphic Transfer	1/10
" Bank Bills, on demand	1/10 1/16
" Credits, 4 months' sight	1/10 1/16
" D'cents 4 months' sight	1/10 1/16
ON BERLIN, (demand)	1/10 1/16
ON PARIS, Bank Bills, on demand	2/31
" Credits, 4 months' sight	2/31
ON NEW YORK, Bank Bills, on demand	44 1/2
" Credits, 30 days' sight	45 1/2
ON HONGKAY, Telegraphic Transfer	137 1/2
On demand, Telegraphic Transfer	137 1/2
ON SHANGHAI, Telegraphic Transfer	137 1/2
Private 30 days' sight	137 1/2
ON YOKOHAMA, T.T.	137 1/2
Sovereigns, Bank's Buying Rate	\$1.03
Gold Leaf 100 touch, per tael	\$7.45
Bar Silver	\$7.45

OPIMUM QUOTATIONS.	
To-day's quotations are as follows:—	
	Per chest
MAIWA NEW	@ No Sales
" LAST YEAR	@ 920/940
" OLDEST	@ 990/1,020
PATNA NEW	@ 1,070
" OLD	@ 1,082 1/2
BENARES NEW	@ No Sales
" OLD	@ No Sales
PERSIAN (PAPER)	@ No Sales

To-day's Advertisements.

NOTICE TO MARINERS.

No. 175 (SPECIAL).
CHINA SEA.

SWATOW DISTRICT.

WRECK OF CHINESE GUN-BOAT OFF BREAKER POINT.

NOTICE is hereby given that the following information has been received by telegraph from the Commissioner of Customs at Swatow.

A Chinese gunboat has been sunk by the *Empress of India* off Breaker Point and lies in 16 fathoms of water in the following position:—

Breaker Point bears N. 82° W. Mag., distance 15 miles.
The masts are showing above water. She is right in the fairway, and a Danger to Navigation.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st August, 1903. [1035]

NIPPON YUSEN KAISHA.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th September.
GLASGOW and LIVERPOOL	"JASON"	On 17th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"KINTUCK"	On 15th September.
*LIVERPOOL	"PINGUEY"	On 22nd September.
MARSEILLES, L'DON & A'WERP.	"GLAUCUS"	On 29th September.
MARSEILLES, L'DON & A'WERP.	"AGAMEMNON"	On 13th October.
*LIVERPOOL	"JASON"	On 20th October.
MARSEILLES, L'DON & A'WERP.	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"DEUCALION"	On 6th September.
all PACIFIC COAST PORTS, via	"CALCHAS"	On 2nd October.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"SUNGKIANG"	26th August.
SWATOW and SHANGHAI	"HUPH"	27th "
CHEFOO and TIENTSIN	"KWEIYANG"	29th "
NINGPO and SHANGHAI	"TOHANG"	31st "
ILOILO	"WUCHANG"	1st September.
MANILA	"CHANGSHA"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	8th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duty qualified Surgeon is on board.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M/R—RED C D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	ILOILO and CEBU	FRIDAY, 28th Aug., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Aug., at 10 A.M.
RUBI	2540	R. W. Almond		SATURDAY, 5th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Nov. 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	WEDNESDAY, 26th Aug.
FOR FOOSHOW*	"ANPING MARU"	J. Goto	FRIDAY, 28th Aug.
FOR TAMSUI (DIRECT)*	"DAIJIN MARU"	T. Ogata	SUNDAY, 30th Aug.
FOR ANPING*	"MAIDZURU MARU"	K. Akashi	WEDNESDAY, 2nd Sept.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers; and a duty qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 25th August, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$1 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"SULLBERG"

Captain Meyer, will be despatched for the above Ports, on SATURDAY, the 29th instant, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 20th August, 1903.

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SAMBIA"

Captain Schmidt, will be despatched for the above Ports on SUNDAY, the 30th instant, at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 22nd August, 1903.

FOR NAGASAKI AND VLADIVOSTOK.

(Calling at GENSAN).

THE Steamship

"SAVOIA"

Captain Deinat, will be despatched for the above Ports, on MONDAY, the 31st instant, at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 24th August, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 28th August, at Noon.

ROSETTA MARU

H. S. Smith

3,876

WEDNESDAY, 2nd Sept., at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th August, 1903.

K. NAKASHIMA, Manager.

[171c]

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, will be despatched as above TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 25th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE"

Captain P. T. Helms, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duty qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 25th August, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain S. J. Payne, will be despatched as above on FRIDAY, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 24th August, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M. (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE:—(Week Days) 1st Class (including cabin and service), \$3; Return Ticket, \$5. 2nd Class, \$1.50; Return Ticket, \$2.50. 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to—

SAM WANG & CO., LD.,

81, Queen's Road Central.

Hongkong, 24th June, 1903.

[886c]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

The Company's Steamship

"BARON DRIESEN"

Captain H. Plazing, will be despatched as above on or about THURSDAY, the 27th instant.

To be followed by the s.s.

"NORDKYN"

Captain A. Beer, on WEDNESDAY, the 30th September.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 24th August, 1903.

[889c]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CAL-
CUTTA, COLOMBO, ADEN, SUEZ
AND PORT SAID.(Taking Cargo) through Rates to the BRAZILS;
TO SOUTH AMERICA, RED SEA, BLACK SEA,
LEVANT, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"PERSIA"

Captain Craglietto, will be despatched as above on SATURDAY, the 19th September, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Princes' Buildings.

Hongkong, 24th August, 1903.

[963c]

REGULAR SERVICE.

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 28th August, at Noon.

ROSETTA MARU

H. S. Smith

3,876

WEDNESDAY, 2nd Sept., at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 24th August, 1903.

K. NAKASHIMA, Manager.

[171c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HAITAN"

Captain Roach, will be despatched for the above Ports, on THURSDAY, the 27th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 24th August, 1903.

[1031c]

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

"MOGUL" 31st Aug.

"BRAEMAR" 10th Sept.

"SATSUMA" 23rd Sept.

"SHIMOSA" 10th Oct.

"KURDISTAN" 24th Oct.

"RICHMOND CASTLE" 7th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Agents.

Hongkong, 21st August, 1903.

[1399c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.AVOID ALL RISK OF OUTBREAK BY
ITS USE.W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 8th March, 1897.

[181c]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant will be subject to rent.

All Claims must be sent in to me on or before the 29th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 19th August, 1903.

[1c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

Shipping.

Arrivals.			
Rubi, Br. s.s., 1,611, Almond, 24th Aug.	Manila, P.I. 22nd Aug.	Gen. S. T. & Co.	
Wineland, Dan. s.s., 982, Degré, 24th Aug.	Moji 6th Aug.	Coal—Order.	
Daphne, Ger. s.s., 1,209, Schipper, 24th Aug.	—Sourabaya, 15th Aug.	Sugar and Ground-nuts.—E. A. T. Co.	
Shimano Maru, Jap. s.s., 3,060, Thompson, 25th Aug.	—Shanghai 22nd Aug.	Coal.—N. Y. K.	
Yuen-sing, Br. s.s., 1,128, Payne, 25th Aug.	Manila 22nd Aug.	Gen. S. T. & Co.	
Haitan, Br. s.s., 1,18, Roach, 25th Aug.	Foochow 21st Aug.	Amoy 22nd and Swatow 24th, Gen. S. T. & Co.	
Loongmoon, Ger. s.s., 1,245, Schütz, 25th Aug.	—Shanghai 21st Aug.	Gen. S. T. & Co.	
Hitchi Maru, Jap. s.s., 3,837, Campbell, 24th Aug.	—London 17th July, and Singapore 19th Aug.	Gen. S. T. & Co.	
Tyr, Nor. s.s., 1,418, Danielson, 25th Aug.	Canton 24th Aug.	Coal.—S. T. & Co.	
Perla, Br. s.s., 1,287, McGinty, 25th Aug.	Cebu 20th Aug.	Gen. S. T. & Co.	
Ichang, Br. s.s., 1,229, Jones, 25th Aug.	Wuhu and Chik-chiang 20th Aug.	Rice.—B. & S.	
Ihuyen, Fr. s.s., 1,298, Thomas, 25th Aug.	Saigon 21st Aug.	Rice.—B. & S.	

Departures.

Aug. 25.			
Calcutta, for Europe.	Aki Maru, for Seattle.	1000, for Bangkok.	Koh-chang, for Bangkok.
Daigi Maru, for Swatow.	Lyong-moo, for Canton.	Ho-tai, for Canton.	Wing-chai, for Macao.
Lai-sang, for Singapore.	Aki Maru, for Shanghai.	Loak, for Bangkok.	Chi-yuen, for Shanghai.
Edward Barry, for Singapore.	Phuyar, for Chemulpo.		

Passengers arrived.

Per Loongmoon, from Shanghai—Messrs. Hansen Mitchell, Pins and 65 Chinese.	Per Haitan, from Coast Ports—Messrs. Heu Chieu Cheng, Leai Chon Sai, Syie Pek Yu, and 135 Chinese.	Per Yuen-sing, from Manila—Messrs. and Miss Appel, Messrs. J. Kerman, E. Andrews, C. Hillman, F. A. D'Almeida, A. D. Matcas, Gomez, J. F. Lacerda, J. A. P. O. B. Bowman, and 208 Chinese.	Per Shimano Maru, from Shanghai—Mr. and Mrs. Brand and child, Messrs. M. Abe, S. Nagaya, Mr. and Mrs. J. A. Lyon and child, T. Okawachi, Y. Yamamoto, Lieut. A. J. Sutor, H. E. Keyloch, Mr. and Mrs. Wilson, Messrs. Rajakulo, Tanshamu, Rajukin, Kotakushin, T. Watanabe, Woo Yuten, Halmann, M. Aoi, Roberts 23 Japanese, 11 Chinese, 2 Koreans, and 5 Filipinos.	Per Rubi, from Manila—Messrs. Pinkston, Glazebrook, Barr, Capt. McDonald, Messrs. S. C. Lindsey, R. C. Manogue, Mr. and Mrs. Ongepaco, Mr. and Mrs. Goscico and child, Mrs. C. Habuto, Capt. H. C. Clement, U.S.A., Capt. J. P. Ryan, Messrs. R. D. Hoyt, F. W. Abbott, Mrs. B. Dubbe and child, Mr. Fred Wilson, Rev. Paul Barnhart, Miss M. Miller, Master L. Bries, Messrs. J. D. Perkins, J. Williamson, Dr. D. H. Doherty, Miss Smith, Mrs. Wright, Miss I. da Clifford, and 108 Chinese.	Per Hitchi Maru, from London, &c. for Hongkong—Mr. and Mrs. L. Matagoni, Messrs. R. Crafter, T. Blair, J. Grey, C. Maxwell and Geo. Wilson, For Yokohama—L. Col. C. N. Hume, Mrs. Hume, Master R. Hume, Miss A. Hume, Major M. Nagayama, Messrs. S. Someya, Yamada, K. Kurata, G. Lewis, H. Iken hi, Miss Mason, Messrs. I. Okuto, H. Kuto and T. Matthews. For Kobe—Messrs. S. Gamayaki, G. Honda and R. Carter.	Per Perla, from Cebu—Mr. Liao Tiansia, and 18 Chinese.
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Shipping Reports.

Str. Yuen-sing from Manila—Fine weather, variable winds, 5-6 moderate.	Str. Rubi from Manila—Fresh N.E. wind and moderate swell, fine weather throughout.	Str. Haitan from Foochow—From there to Amoy fresh to moderate S.W. wind, and fine clear weather; Amoy to Swatow light W. winds and calm, fine and clear; there to port light variable winds heavy rain squalls, with thunder and lightning.
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Steamers Expected.

Vessels	From	Agents	Date
Lotbian	Moji	C. M. Co.	Aug. 26
Sambha	Singapore	H. A. L.	Aug. 27
Balaarat	Singapore	P. & O. Co.	Aug. 27
Nippon Maru	Japan	P. M. Co.	Aug. 28
Nordkyn	Singapore	S. T. & Co.	Aug. 28
Eastern	P. Darwin	L. & Co.	Aug. 29
Kumang	Singapore	M. & Co.	Aug. 30
Kiautschou	Japan	M. & Co.	Sept. 1
Zieten	Colombo	M. & Co.	Sept. 2
Indrasamha	Japan	P. & A. Co.	Sept. 2
Chingtu	Sydney	B. & S.	Sept. 2
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 8

Hongkong & Whampoa Dock Returns.			
Vessels	At	From	To
Hykela	Kowloon	Dock	
Penbrook	"	"	
Zahro	"	"	
Kaipan	"	"	
U.S.S. Callao	"	"	
U.S.S. T. Sumner	"	"	
Helen Wyman	"	"	
Changsha	"	"	
Edward Barry	"	"	
Amara	"	"	

Ships Passed The Canal.			
Vessels	At	From	To
Benmore, Ping Suey, Achilles, 24th July	—	—	—
Auchard, 28th July—Sambha, Comerio, 1st August—Gluus, 5th August—Oanfa, Tiberghien, 8th August—Idomeneus, Deu-calion, 12th August—Borneo, Fairlie, Zieten, Regina, 14th August—Agamemnon, Lennox, Australian, Prinsavia, Simla, Manila, Vindobona, Glenesk, Wukasa Maru, 19th August—Benlauer, Indramayo, Freiburg, Simoon, St. Philips, 21st August—Benlauer, Java, Polyneis, Jaxon.	—	—	—
Romeward, 24th July—Annam, 14th August—Suez, Anara, Glenfarg, 12th August—Anara, 19th August—Hambury, 12th August—Antenor, Marburg, 12th August—Strasbourg, 12th August—Canton, 14th August—Hyson, Kawachi Maru, Nubia, 19th August—Hudson, Alcinous, Preussen, Ernest Simons, Flinshtie, 21st August—Bingo Maru.	—	—	—

Vessels in Port.			
Vessels	At	From	To
Amara, Br. s.s., 1,565, Matlock, 13th Aug.	—	—	—
Java 5th Aug, Sugar, L. M. & Co.	—	—	—
Anna, Nor. s.s., 773, Moore, 23rd Aug.	—	—	—
17th Aug, Coal—Order.	—	—	—
Bourbon, Fr. s.s., 947, Armean, 20th Aug.	—	—	—
Saigon 16th Aug, Ballast—Master.	—	—	—
Changsha, Br. s.s., 1,463, Moore, 17th Aug.	—	—	—
Sydney 22nd July, and Manila 15th Aug.	—	—	—
Gen. S. T. & Co.	—	—	—
Chowda, Ger. s.s., 1,055, Köhler, 23rd Aug.	—	—	—
Bangkok 17th Aug, Rice, Wood and Gen.	—	—	—
B. & S.	—	—	—
Claverhill, Br. s.s., 1,029, Seld, 11th Aug.	—	—	—
Cardiff 23rd June, Fuel—Admiralty.	—	—	—
Daigi Maru, Jap. s.s., 864, Groves, 23rd Aug.	—	—	—
Tan-sui and Formosa 18th Aug, Gen. S. T. & Co.	—	—	—
O. S. K.	—	—	—
Doric, Br. s.s., 4,975, Smith, R.N.R., 19th Aug.	—	—	—
San Francisco 23rd July, via Honolulu 20th, Yokohama 11th Aug, Kobe 12th, Nagasaki 14th, and Shanghai (Woosung) 17th, Mails and Gen.—O. S. S. Co.	—	—	—
Dotti, Nor. s.s., 630, Gemre, 24th Aug.	—	—	—
Bangkok 16th Aug, Rice—Kin Tye 1 unc.	—	—	—
Edward Barry, Russian s.s., 1,734, Sevovins, 15th Aug.	—	—	—
Meji 7th Aug, Coal.—B. & S.	—	—	—
Empire, Br. s.s., 4,496, Helms, 23rd Aug.	—	—	—
Japan (Kobe) 18th Aug, Gen.—L. & Co.	—	—	—
Empress of India, Br. s.s., 3,003, Marshall, 18th Aug.	—	—	—
Vancouver 27th July, and Shanghai 15th Aug, Mails and Gen.—C. P. R. Co.	—	—	—
Hupei, Br. s.s., 1,234, Mathias, 21st Aug.	—	—	—
Canton 24th Aug, Gen.—R. & S.	—	—	—
Laertes, Br. s.s., 1,340, Tor ble, 11th Aug.	—	—	—
Singapore 5th Aug, Gen.—B. & S.	—	—	—
Lightning, Br. s.s., 1,122, Spence, 24th Aug.	—	—	—
Calcutta 8th Aug, Penang and Singapore 18th, Gen.—D. S. & Co., Ltd.	—	—	—
Mar's Rckmers, Ger. s.s., 1,017, Bandelin, 22nd Aug.	—	—	—
Swatow 21st Aug, Gen.—A. K. & Co.	—	—	—
Marie Jensen, Ger. s.s., 1,771, Bendixen, 18th Aug.	—	—	—
Samarang 8th Aug, Sugar, Jebsen & Co.	—	—	—
Mausang, Br. s.s., 1,644, Welsh, 19th Aug.	—	—	—
Sandakan 13th Aug, Timber and Gen.—L. M. & Co.	—	—	—
Michael Jensen, Ger. s.s., 710, Uldrup, 14th Aug.	—	—	—
Haiphong 10th Aug, Pakhoi 11th, and Hoihow 13th, Gen.—J. & Co.	—	—	—
Nanshan, Br. s.s., 1,296, Stovell, 21st Aug.	—	—	—
Samarang 12th Aug, Sugar, B. & Co.	—	—	—
Nanyang, Ger. s.s., 983, Hass, 22nd Aug.	—	—	—
Ilolo 18th Aug, Ballast—Tunk Kee.	—	—	—
Onsang, Br. s.s., 1,787, Davies, 23rd Aug.	—	—	—
Moji 15th Aug, Coal.—J. M. & Co.	—	—	—
Pelayo, Br. s.s., 1,100, Prynn, 21st Aug.	—	—	—
Simbilan (Sumatra) 12th Aug, and Singapore 15th, Petroleum Oil—Order.	—	—	—
Phra Chom Klao, Ger. s.s., 1,017, Reimers, 24th Aug.	—	—	—
Bangkok 17th Aug, Rice.—B. & S.	—	—	—
Pitsanulok, Ger. s.s., 1,267, Fuchs, 22nd Aug.	—	—	—
Bangkok 15th Aug, Rice.—B. & S.	—	—	—
Pompey, Am. s.s., 1,200, Range, 28th May.	—	—	—
Manila, P.I. 25th May, Ballast—U. S. S.	—	—	—
Rohilla Maru, Jap. s.s., 2,399, Bishop, 23rd Aug.	—	—	—
Manila 21st Aug, Gen.—T. K. K.	—	—	—
Sishan, Br. s.s., 845, Jones, 8th Aug.	—	—	—
4th Aug, Rice.—B. & S.	—	—	—
Sungkiang, Br. s.s., 1,021, Outerbridge, 22nd Aug.	—	—	—
Manila 19th Aug, Gen.—B. & S.	—	—	—
Taifu, Ger. s.s., 1,063, Menzell, 20th June.	—	—	—
Mauritius via Singapore 14th June, Gen.—E. A. T. Co.	—	—	—
Telemachus, Br. s.s., 1,347, Williamson, 23rd Aug.	—	—	—
Aug.—Saigon 19th Aug, Rice and Flour.—Nam Wo & Co.	—	—	—
Then, Ger. s.s., 933, Ohlerich, 22nd Aug.	—	—	—
Chefoo 15th Aug, Gen.—Chinese.	—	—	—
Triumph, Ger. s.s., 768, Hansen, 18th Aug.	—	—	—
Moji 10th Aug, Coal.—J. & Co.	—	—	—
Tsinlau, Ger. s.s., 1,002, Koch, 21st Aug.	—	—	—
Koh-si-chang via Swatow 13th Aug, Rice and Gen.—B. & S.	—	—	—
Tsurugan Maru, Jap. s.s., 2,660, Narasaki, 24th Aug.	—	—	—
Moji 17th Aug, Coal.—M. B. K.	—	—	—
Zafiro, Br. s.s., 1,011, Rodger, 18th Aug.	—	—	—
Manila 16th Aug, Gen.—S. T. & Co.	—	—	—

Post Office.

A Mail will close for—

Singapore—Per Marikeshkire, 26th inst.			
9 A.M.	Canton—Per Kinsan, 26th inst, 9 30 A.M.	Samarang—Per Amara, 26th inst, 10 A.M.	Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per Empress of India, 26th inst, 11 A.M.
Macao—Per Hengshan, 26th inst, 12 15 P.M.	Manila—Per Sunghia, 26th inst, 3 P.M.	Kumchuk and Samahui—Per Tungkong, 26th inst, 4 P.M.	Canton—Per Honam, 26th inst, 5 P.M.
Macao—Per Wingchai, 26th inst, 5 P.M.	Namtao—Per Taichun, 26th inst, 5 P.M.	Sanbue—Per Lee Wing, 26th inst, 5 P.M.	Swatow, Amoy and Foochow—Per Haitan, 27th inst, 9 A.M.
Swatow and Shanghai—Per Hupei, 27th inst, 4 P.M.	Kobe and Yokohama—Per Hitchi Maru, 27th inst, 5 P.M.	Manila—Per Kohila Maru, 28th inst, 11 A.M.	Iloilo and Cebu—Per Perla, 28th inst, 3 P.M.
Manil—Per Yuen ang, 28th inst, 3 P.M.	Manila—Per Zofre, 29th inst, 9 A.M.	Singapore, Surabaya and Samarang—Per Onan, 29th inst, 10 A.M.	Europe, &c. India, via Tuticorin—Per Valletta, 29th inst, 11 A.M.
Shanghai, Chemulpo, Dal-yang and Port Arthur—Per Sullberg, 29th inst, 4 P.M.	Swatow, Chefoo and Tientsin—Per Kwei-yang, 29th inst, 4 P.M.	Yokohama and Kobe—Per Sambla, 29th inst, 5 P.M.	Tientsin—Per Wosang, 31st inst, 3 P.M.
Nagasaki, Gensan and Vladivostok—Per Savila, 31st inst, 4 P.M.	Ningpo and Shanghai—Per Ichung, 31st inst, 4 P.M.	Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doris, 1st Sept, 11 A.M.	Kumra, &c. India, via Tuticorin—Per Kiautschou, 2nd Sept, 11 A.M.
Hilo—Per Wuchang, 4th Sept, 3 P.M.	Manila—Per Rubi, 5th Sept, 9 A.M.	Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Changsha, 8th Sept, 3 P.M.	

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 24th at 6.25 p.m. The shallow depression has moved NW. into the N. part of the Formosa Channel.

On the 25th at noon. The barometer has risen slightly over Formosa and the E. coast of the Philippines.

The shallow depression, lying over the N. part of the Formosa Channel last night, has filled up.

Pressure is high over SW. Japan, and relatively low over the middle part of the China Sea, and the Pacific to the E. of N. Luzon.

Moderate SE. and E. winds in the Formosa Channel and over the N. part of the China Sea.

Forecast:—Variable or E. winds, light; fair.

On date at 10 a.m.

On date at 4 p.m.

Barometer 29.89 29.78

Temperature 84 85

Humidity 73 71

Rainfall — —

CHINA COAST METEOROLOGICAL REGISTER.

August 25th, 1903, a.m.

Bar. Ther. Hu. Wind W.

Nagasaki	..	29.99	..	..	..	..
Kagoshima	..	29.99	..	..	..	..
Osshima	..	29.96	..	..	..	..
Naha	..	29.93	..	..	..	..
Ishigakijima	..	29.89	..	..	..	..
Taihoku	5 a.m.	29.87	..	..	..	..
Taichu	..	29.84	..	..	..	..
Tainan	..	29.83	..	..	..	..
Koshun	..	..	..	..	..	..
Pescadores	..	29.83	..	..	..	..
Weihowai	9 a.m.	..	..	..	..	..
Gutzlaff	..	29.95	81	87	5	1
Sha, Pek.	..	29.86	84	79	..	..
Amoy	6.30 a.	29.86	79	87	NE	1
Swetow	9 a.m.	..	..	..	..	..
Canton	..	..	79	91	SE	1
Hongkong	10 a.m.	29.86	79	79	E	1
Victoria Peak	..	..	..	..	..	..
Gap Rock	..	29.84	..	..	..	..
Macao	..	29.83	83	..	..	..
Haiphong	..	..	..	..	..	..
Manila	..	29.84	84	77	W	1
Bacolod	9 a.m.	..	..	..	..	..
Cebu	..	29.87	83	..	..	..
Ilebu	..	29.90	83	..	..	..
C. St. James	10 a.m.	..	..	..	..	..

VISITORS AT THE HOTELS.

Occidental.

Bains, John W.	Keyl, Dr. F.
Button, Mr. and Mrs. Liddell, Mr. and Mrs. F. R.	Lopez, Amaro
Burton, E. B.	Marshall, Chas. W.
Chandler, Lieut. F.	Merdas, G.
Curtis, W. W.	Park, Mr. and Mrs. A. A.
Disse, George A.	Pearse, Lieut. T.
Dobbelmann, D.	Shepherd, Mrs. F.
Drondall, W. H.	Stephens, H.
Harris, Paul H.	Woodbridge, F. J.
Keeney, T. P.	

SAILING VESSELS.

Columbia, Am. sch., 771, Sprague, 27th Mar.	—	—	—
—B. & S.	—	—	—
Comet, Br. 4-masted bc., 2,800, Davis, 4th Aug.	—	—	—
Aug.—New York 9th Apr., Kerosine.—S. O. Co.	—	—	—
Grosvenor, Br. bc., 516, Boga, 14th June.	—	—	—
Mauritius 16th Jan, Sugar.—A. & Co.	—	—	—
Helena Wyman, Am. bc., 1,521, Vanhon, 10th Aug.	—	—	—
Singapore 21st Aug. Ballast—Master.	—	—	—

HONGKONG.

	Anderson, Mr.	Kitmauth, G. C.
	Antony, A. S.	Leggatt, E. A.
	Appel, Mrs. and Miss	Lewis, A. R.
5th inst.	Bacon, W. E.	Macdonald, R. J.
	Barrett, E. G.	MacKie, Gordon
10 A.M.	Beal, M. S.	MacMahon, J.
10 A.M.	Beal, D. W.	M'brongong, Mr. and
1st Daiqi	Bisset, E.	Maudsley, W.
	Black, Mr. and Mrs.	Marriott, Dr. O.
	Brogan, Mr. and Mrs. R.	Masi, Sydney
	Bonner, E. A.	Masi, E.
1st Sydney	Bordat, G.	Maximide, Mr.
11 A.M.	Bowers, Dr.	McVran, T. P.
1st Kokohama	Brins, L.	McClary, C.
1st Press of	Brasseur, Mr.	Merrens, C.
	Brown, W. S.	Mille, Miss M.
12 15 P.M.	Callisen, F. W.	Mille, P. L.
3 P.M.	Carney, E. C.	Mollerhann, Mrs. and
1st Hongkong	Cave, L.	child
	Clement, H. C.	Moore, James.
	Clifford, Miss Ida	Murphy, Mr. and Mrs.
	Colson, F. T.	E. O.
	Coulson, C. II.	Nesbitt, Rev. and Mrs.
1st Haidan	Dean, G.	J. J.
	Delbourgo, J.	North, Mr.
1st Heh, 27th	Derbyshire, J. II.	O'Brien, E. J.
1st Maru,	Douglas, R.	Osborn Mrs. G.
	Douglas, Capt. & Mrs.	Palmer, Godfred
	J.	Parfitt, W.
1st, 11 A.M.	Downing, T. C.	Parfitt, W.
3 P.M.	Elliott, Mr. and Mrs. A.	Pattie, J. B.
3 P.M.	Emmerson, A.	Pitt, W. B.
	Finlay, A. J.	Polard C. A.
1st Ang—Per	Fisher, H. G.	Potter, A. G.
	Fitzchen, O.	Potts, W. H.
1st (Per)	Frankle, Carl	Robertson, E. L.
	Glazebrook, Mr. and	Ran, J. S.
1st Arthur	Mrs.	Skott, C.
	Glover, C.	Sonmeiville, Geo.
1st Kwei-	Hall, Capt. T.	Sonneville, Mrs. A.
	Hammer, Thos. A.	Spizel, A.
1st Hu, 29th	Hanna, W.	Sattel, C.
	Havely, R. D.	Thackwell, Lt.-Col. &
	Hawthorn, W. B.	Mrs.
P.M.	Haydon, J. T.	Taylor, I. W.
1st Lock—Per	Hill, L. D.	Thomas, C. B.
	Hooper, Mr. and Mrs.	Thomson, Dr. J. C.
1st Ang, 31st	(Howard, Thos.	Thorndyke, G. F.
1st Kokohama	Icely, Rev. J.	Watkins, C. A.
1st Dorie, 1st	Johnson, A. B.	Williams, J.
	Jackman, H. T.	Wilson, F.
1st (Per)	Jones, J. W.	Woolmer, Mr. & Mrs.
	Joseph, Mr. and Mrs.	Wright, Mr. and Mrs.
	Katsch, E. A.	C. Gordon
P.M.	Kenny, W. J.	Zobel, E.

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R. G. HECKFORD,
MANAGER.